

The Mining Journal

RAILWAY AND COMMERCIAL GAZETTE.

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 871---Vol. XXII.]

LONDON, SATURDAY, MAY 1, 1852.

[PRICE 6D.]

MINE SHARES.—The SHARES in NORTH and WEST BARNET MINES, advertised to be sold, by Auction, at the Angel Inn, Holston, on Tuesday, the 4th day of May next, WILL NOT TAKE PLACE.
Dated April 24, 1852. GRYLLES and HILL, Solicitors, Holston.

GLAMORGANSHIRE.—SALE OF VALUABLE FREEHOLD ESTATES AND MINERALS. MR. THOS. THOMAS will SELL, BY AUCTION, at the Castle Hotel, NEATH, on Wednesday, 5th May, 1852, between the hours of One and Three o'clock in the afternoon (unless previously disposed of by private contract, of which due notice will be given), in lots, and subject to such conditions of sale as will then be produced, the following valuable and improvable

FREEHOLD ESTATES:
The FARMS of MAESMELIN and PANT-Y-SHANEL, with the woodland adjoining, containing together about 122A. 3a. 11r.

The FARM of PENTWYN, with the cottages thereon and woodland adjoining, containing altogether about 42A. 1a. 3r.

A MOIETY of the FARMS of NOYADD WEN and TYR EION, with the cottages thereon and the woodland adjoining, containing altogether about 142A. 1a. 38r.

TWO very desirable PIECES or PARCELS of LAND, situate between Neath Abbey and the Skewen, having extensive frontage to the turnpike-road, and admirably adapted for building purposes, containing together about 7A. 0a. 1r., all of which are in the parish of Cadogton-juxta-Neath.

And all MINES and MINERALS under a part, containing upwards of 200 acres, of the GLANBRANE ESTATE, situate in the parish of Llansamlet.

Particulars and plans will shortly be ready for delivery. Further information may be obtained of Messrs. Llewellyn & Randall, solicitors, Neath, or of the Auctioneer, James-street, Neath, who will, on being applied to, give every facility for viewing the property.

Very IMPORTANT to ENGINEERS, RAILWAY COMPANIES, MACHINE MAKERS, MILLWRIGHTS, BOILERMAKERS, SMITHS, BROKERS, and OTHERS.

MR. W. KIRK is honoured with instructions from Mr. C. Todd, the eminent engineer, &c., of the Sun Foundry, Dewsbury-road, LEEDS, who is declining business on account of ill health, TO SELL, BY AUCTION, on the PREMISES of the said SUN FOUNDRY, on Monday, the 10th May, and following days, all his truly valuable PLANT, MACHINERY, TOOLS and UTENSILS, STOCK IN TRADE, &c.—Full and detailed particulars of which will be given in future advertisements, and in descriptive catalogues, which will be prepared in due course; and any further information, in the interim, may be had of Mr. Todd, on the premises; or of the auctioneer, at his offices, 24, Princess-street, Manchester.

SHARES IN VALUABLE LEAD MINES.
Held under the Crown, promising good Investments for Capital.

MR. C. WARTON is instructed by the Directors, pursuant to the rules of the companies, TO SELL, BY AUCTION, at the Mart, on Monday, the 17th of May, at Twelve o'clock, in lots, ONE HUNDRED FORFEITED SHARES in the BEEHIVE LEE MINES, upon which £6 per share has been paid; and SIX HUNDRED and EIGHTY FIVE FORFEITED SHARES in the SOUTH WALES MINES, consisting of Bodocoll, Dolwen, &c., upon which £2 5s. per share has been paid; both mines are situated near Aberystwith and the Devil's Bridge, county of Cardigan, South Wales—an excellent mining district.

Particulars may be had at the Mart; of J. A. Joseph, Esq., 3, Sise-lane; T. P. Thomas, Esq., 75, Old Broad-street; James Stride, Esq., Jamaica Coffee-house; and of Mr. C. Warton, auctioneer and estate agent, 38, Threadneedle-street.

TO CAPITALISTS AND OTHERS—DESIRABLE INVESTMENT.

MR. H. M. PARTRIDGE will SELL, BY AUCTION, at the Westgate Inn, in the town of NEWPORT, MONMOUTHSHIRE, on Tuesday, the 18th day of May, at Three o'clock in the afternoon, subject to such conditions of sale as shall be then produced, unless previously disposed of by private contract, of which due notice will be given, the undermentioned valuable LANDED and MINERAL PROPERTY, situate in the parish of MONYTHUSLOYN, in the county of MONMOUTH, within half a mile of the works at Abercarn, and very conveniently situate within a short distance of the main-roads, the canal and the turnpike-road from Abercarn to Newport, in the following lots:

LOT I.—All that FARM and LANDS, with convenient FARM-HOUSE and OUT-BUILDINGS, called Syth Pant and Caid-pen-rhiw Darren, containing about 61 acres, in the occupation of Mr. Joseph Phillips, as tenant thereof.

LOT II.—All those pieces or parcels of land called Caid-down-bach, containing about 14 acres, in the occupation of Thomas Elias, as tenant thereof.

The above estates are copyhold of the Manor of Abercarn, and the whole of the minerals under them are unworked.

To view the respective properties, apply to the respective tenants, or to Mr. Rees Edwards, of Panlirwgoch, near Caerleon; and for further particulars, and to treat, to the auctioneer, or to Messrs. Prothero and Fox, solicitors, Newport.

VALUABLE COAL PROPERTY, GLAMORGANSHIRE.

TO BE SOLD, BY PRIVATE CONTRACT, AN ESTATE, called PANTYFRED, situate in the parish of LLANDEFODW, containing 181 A. 1 R. 14 P., seven miles distant from BRIDGEND. This property, running along both sides of the valley, is the key to several valuable estates. It is surrounded by the estates of the Lord Lieutenant, Sir J. J. Guest, Bart., R. H. Jenkins, Esq., N. V. E. Vaughan, Esq., and Walter Coffin, Esq. The projected Great Railway passes through the property. For particulars, or to treat, apply to Mr. E. Scott Barber, C.E., Llantrissant, Glamorganshire, or Newport, Monmouthshire.

TO MINING CAPITALISTS.

TO BE SOLD, BY PRIVATE TREATY, the absolute FREEHOLD and INHERITANCE of STRONG MINERAL GROUND, abounding in undoubted indications of the presence of COPPER, SULPHUR, and IRON ORES, of very superior quality. The land adjoins a good turnpike road, which leads to a shipping port only five miles distant. There is abundance of water-power on the premises for working the mines. It is seldom that so favourable an opportunity is offered to the enterprising capitalist. For particulars apply to Mr. Thomas Rawson, mining agent, Carnarvon, North Wales.

MONMOUTHSHIRE COLLIERIES.

FOR SALE, BY PRIVATE CONTRACT, all those extensive COLLIERIES and WORKS called known as the ABERCARN and GWYTHEN COLLIERIES, situate in the parish of ABERCARN, in the county of MONMOUTH, together with all the MACHINERY and WORKING STOCK belonging thereto.

The works are now in full operation, and produce both house and steam coals, and are capable of sending to market from 1500 to 2000 tons of coal per week, and are only distant from the shipping port of Newport 10 miles, with which they have a direct and easy communication by the Monmouthshire Railway and Canal Company's Canal and Railway.

The property is held by lease under Sir Benjamin Hall, Bart., and his trustees—comprises an area of about 1200 acres of land, and contains, among other descriptions of steam coal, the vein known as "Russell's Black Vein," which is the most valuable coal for steam purposes shipped at Newport, and for which there is a great demand.

The different veins lie advantageously for workings, and the works being situate at such a short distance from Newport, possess thereby advantages in the cheaper cost of carriage, as compared with most of the collieries in the district, which are situate generally at a much greater distance from the place of shipment.

The taking also includes some rich IRONSTONE MINES, which may be worked to advantage in a more favourable state of the iron trade.

For further particulars apply to Mr. Wm. Bevan, solicitor, Bristol; or to F. O. Hall, Esq., solicitor, Newport, Monmouthshire.

IRONSTONE TO BE LET.—All that valuable FIELD of IRONSTONE at STAITHES, near WHITBY, in YORKSHIRE, comprising a BAND of IRONSTONE, from 10 to 15 feet in thickness, which may be worked in open quarry for a mile in extent. Also SEVERAL other BANDS, from 2 to 3 feet in thickness.

This ironstone is of the same quality as that of the celebrated Eaton Quarries, near "Midhurst," in Cleveland, where about 1000 tons of ore per day are raised, although the quarries have been opened little more than 18 months ago.

Every facility will be given by the owner for working and calcining the ore, and as there is ready shipment for them, a large capital will not be required.

Further particulars may be known on application to Mr. John Kerr, Lyth Hall Office, near Whitby; to Mr. C. L. Bradley, land valuer, Richmond, Yorkshire; or to Mr. John Buchanan, solicitor, Whitby.

BARBICAN FOUNDRY, PLYMOUTH.—TO BE LET, with DWELLING-HOUSE, &c.; the STEAM-ENGINE, PLANT, PATTERNS, FLASKS, &c., will BE LET with the FOUNDRY, or may be TAKEN at a VALUATION.

Apply to Mr. Bayly, solicitor, Plymouth.

STEAM COAL COLLIERY TO BE LET.—also, a BITUMINOUS COAL-FIELD: outlay of capital moderate. For particulars apply to Mr. W. Price Struvs, C.E., Swansea, Glamorganshire.

ON SALE, a High-pressure STEAM-ENGINE, upwards of 30-horse power, quite new, has never been erected, of excellent manufacture; cylinder 10 inches diameter; 3 feet 6 inches stroke; fly-wheel is 20 feet diameter, and weighs nearly 8 tons; with two cylindrical tubular boilers, 20 feet long and 6 feet diameter, with fittings complete. The above engine will be sold to an immediate purchaser much under cost price. For further particulars apply to Mr. Edward Roberts, accountants, Commercial-court, Lord-street, Liverpool.

TO COLLIERY OWNERS, ENGINEERS, VIEWERS, AND OTHERS.—ELOON'S IMPROVED MINERS' SAFETY LAMP.

Messrs. TEORNTON and SONS, BRADFORD-STREET, BIRMINGHAM, are now ready to SUPPLY, to any extent, a real SAFETY LAMP, on the PRINCIPLE adopted by M. ELOON, of Belgium, to which they have applied a Burner, on the plan of the Solar Lamp, surrounded with a thick glass cylinder, which secures a light equal to at least six or six of the ordinary "Davy" lamps. Just sufficient air is admitted immediately below the flame, securing perfect combustion of the oil, preventing the formation of smoke or soot, establishing a continuous upward current; and, under all circumstances, rendering it perfectly safe, and far more advantageous to the collier than candles.

PRICE 10s. EACH.

MR. JAMES CROFTS, of 4, KING-STREET, CHEAPSIDE, MINING BROKER, OFFERS his SERVICES for the PURCHASE or SALE of MINING SHARES of every description—BRITISH and FOREIGN—and not being a dealer, transacts business only for principals.

Mr. Crofts' weekly list comprises only such shares as he has actually on hand, or under control, but he may be consulted upon every description of mining shares, whether for purchase or sale. Dividend Mines pay from 10 up to 25 per cent. per annum.

WEEKLY LIST OF SHARES FOR SALE.

Clive, Wheel Brewer, North Wheel Robert, Silver Valley, Crobar, New East Crowdale, Hignston Down, Great Wheel Baddern, Rocks and Trevellyn, East Tamar, Wheel Williams, East Boringdon, Alfred Consols, Honnock, Wheel Brewer, Caradon Wood, Lyford Consols, Wheel Fanny, Bodmin Consols, East Russell, Wheel Zion, Wheel Golden, Okel Tor, Great Bryn Consols, Wh. Surprise, North Forey Consols, Bedford United, South Tamar, Pembroke and East Crinnis, Wheel Benny.

Mr. Crofts has made arrangements with an eminent firm on the Stock Exchange to buy or sell in such mines as are there dealt in, including the gold mines, without any addition to the commission charged by Stock Exchange brokers. April 30.

MR. JAMES STRIDE, MINING AGENT.

JAMAICA COFFEE-HOUSE, CORNHILL.

MINE SHARES.—MR. J. H. MURCHISON has SHARES

FOR SALE IN MINES IN CORNWALL and DEVON, of great promise, and in full operation, including Wheal Crobar, Boringdon Park, East Boringdon, Caradon Wood, Wheel Fanny, Wheel Williams, East Wheel Russell, North Wheel Robert, West Goginan (Wales), &c. Copies of the most recent statements of accounts and reports may be obtained on application. —33, Threadneedle-street, London.

CARADON WOOD LEAD MINE.—COPIES of a REPORT

on the PRESENT POSITION and PROSPECTS of this valuable LEAD MINE may be had on application at the offices, 38, Threadneedle-street, London.

WHEAL FANNY (LEAD MINE).—COPIES of a REPORT

on the present position and prospects of this valuable MINE, may be obtained on application at the offices, 38, Threadneedle-street, London.

MR. RICHARD GREENWOOD, AUCTIONEER,

APPRAISER, and MINE SHAREBROKER, begs to return his warmest thanks

for the very liberal support that has been conferred upon him since his commencing the above profession; and in doing so, gratefully announces to his friends and the public generally, that he has REMOVED his OFFICE from his residence, Fydar-street, to more convenient premises, PRINCESS-STREET, lately occupied by the Devon and Cornwall Banking Company, where he intends carrying on his business in future; and hopes, by strict attention and confidence in all transactions committed to him, to merit a continuance of the same.

MR. GREENWOOD has FOR SALE some SHARES in the best DIVIDEND-PAYING MINES in CORNWALL—MINES INSPECTED, and faithful REPORTS returned, by some of the most practical agents in the county.

Mining Office, Princess-street, Truro, April 28, 1852.

MESSRS. FRANCIS & LIGHTOLLER, MINING AGENTS

AND CIVIL ENGINEERS.

OFFICE, No. 34, EXCHANGE ARCADE, MANCHESTER.

Messrs. FRANCIS and LIGHTOLLER, may be CONSULTED by MINING COMPANIES or OTHER PARTIES requiring INSPECTIONS and REPORTS on MINES of every description, or by CAPITALISTS and OTHERS desirous of INVESTING their CAPITAL in MINES or OTHER MINERAL PROPERTIES.

Statistics and other general information connected with Mines and the Mineral Districts given or obtained with the utmost dispatch.

Capt. Abolam Francis having had upwards of 30 years' experience in the practical management of mines, and reported on most of the principal ones in the United Kingdom, applicants may rest assured they will receive full and satisfactory information on matters connected with mining.

Arbitrators, and contractors for the erection of engines and every description of mining machinery.

GENERAL MINING AND MINE REPORTING OFFICES,

1, CROWN-COURT, THREADNEEDLE-STREET, CITY.

Messrs. M. FRANCIS & CO., MINING BROKERS, appreciating the desideratum of PROVIDING the most AUTHENTIC INFORMATION respecting BRITISH & FOREIGN MINES for those who desire to INVEST SAFELY, have OPENED this OFFICE for the REGISTRATION AND CLASSIFICATION OF THE DIVIDEND-PROMISING

AND WORKING MINES.

Their REGISTER will be found a VALUABLE INDICATOR, as, from more than twenty years' experience in the successful selection and management of mines, they can confidently advise, so as to insure the most certain and remunerative returns.

Shares Purchased and Sold—Mines Inspected, &c.

MR. GEO. CARNE, DEALER IN STOCKS and SHARES,

28, THREADNEEDLE-STREET, LONDON.

MR. JOHN DAVIES, MINING SHAREBROKER,

No. 17, EXCHANGE-ALLEY NORTH, LIVERPOOL.

MR. BELL WILLIAMS, MINE AGENT and VIEWER,

No. 16, CASTLE-STREET, LIVERPOOL.

MINES IN IRELAND.—MR. HENRY ENGLISH, F.G.S.,

having returned from the Sister Isle, intends to re-visit that country in a few days, with the view of further inspecting and reporting on its mineral resources. Mr. English will be happy to receive any instructions or commissions, and may be seen at his offices from Eleven till Three o'clock until Friday next, when he takes his departure.

25, Fleet-street, May 1, 1852.

MINES.—JAMES S. TRIPP and CO. have on SALE

SHARES in the best DIVIDEND-PAYING MINES of CORNWALL and WALES—to pay the buyer from 30 to 25 per cent. They have also SHARES in MINES fast approaching to dividend-paying concerns, which, at present prices, they can recommend to capitalists as safe and lucrative investments.—Lombard-street Chambers, 33, Clement's-lane, Lombard-street.

ESTABLISHED 1839.

MINING RECORD OFFICE, 26, AUSTINFRIARS, LONDON.

MR. MANUEL'S OFFICES are expressly for the USE of COMMITTEES and COMPANIES conducting their BUSINESS in LONDON, and is entirely free from share-dealing. MR. MANUEL will be happy to CONDUCT the LONDON AGENCY of any MINES now at work, or about to be worked, he having spacious and convenient OFFICES for that PURPOSE.—Terms on which the business is conducted to be had on application either by letter or in person.

Sixteen years' experience will enable Mr. Manuel to give suitable advice on all transactions.—Offices of the West Wheel Rose, West Callington, Bussparvo, Gall-y-Maen, Great Crinnis Consols, &c.

MINING INVESTMENT.—T. FULLER and CO., No. 51,

THREADNEEDLE-STREET, LONDON, beg respectfully to inform the public

that they are in a position at all times to BUY and SELL in all DIVIDEND-PAYING MINES, both British and Foreign, most of which will pay from 15 to 25 per cent. and have on hand shares in several mines of great promise, approaching to a dividend state. T. FULLER and CO., being in daily communication with the most respectable mining agents of Devon, Cornwall, and Wales, are able to furnish such information as may be relied on. Business transacted in the AUSTRALIAN and CALIFORNIAN GOLD MINING COMPANIES, and every information given either personally or by letter.

WANTED TO PURCHASE.—Wheal Arthur, East Wheel Reeth; Wheal May, South Wheel Russell, and Wheal Zion.—Office hours, from Ten till Four.

MINING INVESTMENT.—MOLYNEUX and CO., No. 34,

THREADNEEDLE-STREET, CITY, and No. 10, BUCKINGHAM-STREET,

ADELPHI, LONDON, have constantly ON SALE, and OFFER their SERVICES for PURCHASE of, all CORNISH and DEVON MINING SHARES, and in all GOLD COMPANIES.—Offices for the Trebell Consols, Great Wheel Tonkin, Wheal Fortune, and other prosperous mines.

MESSRS. TREDINNICK and CO., STOCK, SHARE, and

MINING BROKERS, No. 6, HAYMARKET, FILL-MALL, LONDON, continue to NEGOTIATE every description of BUSINESS connected with the ABOVE SECURITIES.—Messrs. TREDINNICK & CO. OFFER their SERVICES to CAPITALISTS with every confidence, in the SELECTION of MINES for INVESTMENT—their long and intimate acquaintance with the best mining districts, coupled with the establishment of agents throughout Cornwall and Devon, give them many advantages in having correct and authentic information of the character and value of mining property.

DIVIDEND MINES, well selected, paying 15 to 25 per cent. per annum upon the current value of shares.

MR. T. P. THOMAS, MINE AGENT, 75, OLD BROAD-STREET.—Established nine years.—Mr. T. P. THOMAS begs to inform capitalists and the public that he is at all times in a position to BUY or SELL, at close market prices, in dividend and respectively established BRITISH and FOREIGN MINES; and having a local knowledge of the principal Cornish and Welsh Mines, from periodical personal inspection, &c., will be happy to furnish information by post or otherwise.

N.B.—Mines inspected and reports furnished.

MINING PROPERTY.—MR. HERRON has SHARES in

the best DIVIDEND-PAYING MINES FOR SALE, and which will give the purchaser 15 to 20 per cent. for the outlay. Amongst others are the following:—

Trumpet Consols	Wheal Soton	St. John del Rey
Wheal Reeth	Alfred Consols	Cobre
Bedford United	West Caradon	South Teigus
South Frances	South Caradon	Trevisky
Sotolack	Tremayne	West Providence

And has also FOR SALE SHARES in MINES having a PROMISING APPEARANCE and affording greater range for speculation, such as—

Kilbricken	Garreg	East Daron
Clive	Treleigh	Cefn Bruno
Wheal Harriott	North Downs	Bryntail
West Alfred Consols	Llanores	South Tamar

Mining Offices, 33, Clement's-lane, Lombard-street.

MR. ROBERT TRIPP, MINING AGENT, ST. MICHAEL'S

CHAMBERS, ST. MICHAEL'S-ALLEY,

CORNHILL, LONDON.

MR. JOSEPH JAMES REYNOLDS, SWORN BROKER,

No. 23, THREADNEEDLE-STREET, LONDON.

BUSINESS TRANSACTED IN BRITISH and FOREIGN MINES, GOVERNMENT STOCKS, RAILWAY SHARES, &c.

N.B.—Country orders punctually attended to.—April 30, 1852.

MR. WILLIAM NAISH, of NEWPORT, MONMOUTHSHIRE,

INSPECTOR OF RAILS, begs most respectfully to acquaint merchants, brokers, engineers, and others connected with the British Iron Trade, that he still continues to EXECUTE ORDERS of INSPECTION throughout the various districts of SOUTH WALES and adjacent IRON-WORKS, and confidently refers to the satisfaction which his supervision has given during the last ten years to exporters of rails to the United States and the Canadas, as well as continental Europe, as a proof of the fidelity, care, and promptitude of his inspections.

Mr. NAISH is efficiently assisted by his son, whose competent experience enables him to represent Mr. Naish during his occasional absence from home, so that no delay can possibly accrue to parties desirous of having their orders executed with skill and dispatch.

Newport, Monmouthshire, March, 1852.

LOSH, WILSON, and BELL, NEWCASTLE-ON-TYNE,

MANUFACTURERS of BAR-IRON, RAILWAY BARS, FORGE and ENGINE WORK, CAST-IRON GOODS, and STEWART'S PATENT CAST-IRON GAS and WATER-PIPES. OFFICE, —1, SISE-LANE, LONDON.

MR. ALFRED SENIOR MERRY, DEALER in COBALT

AND NICKEL ORES, AND ASSAYER in GENERAL.—Address: LEE-CRESCENT, BIRMINGHAM.

MR. THOMAS EDINGTON, INSPECTOR of RAILWAY

BARS and CASTINGS, AGENT for the PURCHASE of PIG and BAR-IRON CASTINGS, &c.—No. 17, Gordon-street, Glasgow.

RAILWAY WAGONS.—WILLIAM A. ADAMS;

MIDLAND WORKS, BIRMINGHAM.

BROAD AND NARROW GAUGE COAL and IRONSTONE WAGONS, IN STOCK—FOR SALE OR HIRE.

WANTED IMMEDIATELY, FOR A CORNISH MINE

in the neighbourhood of BODMIN.—A NEW or good SECOND-HAND 15 or 20 inch cylinder HIGH-PRESSURE BEAM or OVERHEAD CRANK STEAM-ENGINE. Tenders to be sent in on or before Tuesday, the 4th May, at Eleven o'clock forenoon.

Address, "Tender for Steam-Engine," 76, King William-street, London, April 16.

WANTED.—A MINING ENGINEER, or AGENT, to

SUPERINTEND PERIODICALLY the WORKING of a valuable LEAD and COPPER MINE in MONTGOMERYSHIRE, NORTH WALES. The party must be a first-rate miner: will have to visit the mines either monthly or quarterly, or at such stated periods as may from time to time be arranged upon, and to give practical directions as to the working and managing thereof.—A Captain of extensive practical experience, and long resident on the spot.—WANTED also, a competent person as CLERK and ACCOUNTANT, at the same works.

Applications to be addressed to Mr. John Williams, 1, Vauxhall-buildings, London; or Mr. David Howells, Machynlleth, Montgomeryshire, accompanied by testimonials or references as to capacity and respectability.

WANTED.—A SITUATION as VIEWER and MANAGER

of a COLLIERY, by a Person who has had considerable experience in the counties of Northumberland and Durham. Excellent testimonials as to ability, &c., can be sent on application.—Letters to be addressed "A. B.," Post-office, Newcastle-on-Tyne, will be attended to.

INDIAN IRON COMPANY.—WANTED, for the CHAR-

COAL IRON-WORKS of this COMPANY, on the MALABAR COAST, an active, experienced, and intelligent MANAGER, well-acquainted with the Smelting and Manufacture of Iron in all its branches. Applicants to state their age, present and previous employment, with references as to character and ability.—Address Indian Iron Company, 104, King's Arms-yard, Moorgate-street, London.

WANTED.—A SECOND-HAND L-LEG, 8 feet 6 inches

centres, with pendulum to match, and steps, pedestals, &c., complete.—Address by letter to Box 105, Post-office, Wigan.

STEAM-ENGINE WANTED.—ENGINE MAKERS desirous

to CONTRACT for a PORTABLE DIRECT 12-horse HIGH PRESSURE ENGINE, of good and substantial workmanship, with a cylindrical 16-horse boiler, with double furnace and double internal flues. The engine and boiler to be erected and completed (exclusive of masons' work), and set to work in Birmingham, may send price and specification, addressed to "B. and Co.," care of Thos. Smith, Esq., solicitor, Gloucester.

BURRA BURRA COPPER MINE (SOUTH AUSTRALIA).—

WANTED TO PURCHASE, a FEW SHARES in the ABOVE MINE.—Apply to Mr. T. W. Wilkinson, at the Royal Australian Gold Refining Company's Offices, No. 7, Gresham-street, City.

GREAT COWARCH SILVER-LEAD COMPANY.—

A FEW SHARES in this most promising Company FOR SALE, at a low figure. Reports and full particulars may be obtained on application to A. Cohen and Co., No. 48, Cornhill, London.

MINE SHARES FOR SALE.—A FEW SHARES to be

DISPOSED OF in the GEORGIA CONSOLS TIN MINE, and also in the SOUTH SPEED TIN and COPPER MINE.—For further particulars apply to Mr. Geo. Spratley, No. 2, Winchester-buildings, London.—April 25, 1852.

MINING IN JAMAICA.—A PARTY, having an E

ON RAILWAY ACCIDENTS:

THEIR CAUSE AND MEANS OF PREVENTION; DETAILING PARTICULARLY THE VARIOUS CONTRIVANCES WHICH ARE IN USE, AND HAVE BEEN PROPOSED; WITH THE REGULATIONS OF SOME OF THE PRINCIPAL LINES.

Capt. Mark Huish, C.E., read a paper on this subject at the Institution of Civil Engineers on Tuesday; he first considered those points connected with the road, and the machinery employed upon it, from which loss of life and injury to person and property most generally arose. With regard to the road, or permanent way, from which fewer accidents occurred than from any other cause, its complete effectiveness was the basis of all safety in railway travelling; and for keeping it up constant vigilance was necessary, especially when any great and sudden change of weather took place, as then the weak points were sure to show themselves. It was a very rare occurrence for trains to run off the line; and when they did so, it was more generally due to obstructions designedly placed on the line, than to any neglect of the superintendents, or the platelayers. It was little suspected how frequent, how ingenious, and how varied the attempts had become to inflict a fearful injury by these means; and though, providentially, but comparatively trifling damage had resulted from such causes, yet it was lamentable to find, that in addition to all ordinary risks, so diabolical a mode of wreaking a petty vengeance, or gratifying a mischievous disposition, had to be guarded against. Of late the punishment for such offences had been made more severe; and it was to be hoped that this would have the effect of lessening their number. Owing to the rapid development of the traffic, and particularly of the heavy goods traffic, on the main arterial lines of the country, increased siding accommodation had become necessary; in the case of the London and North Western alone, upwards of 53 miles had been laid down within the last few years, although, by multiplying points and crossings, this had, *pro tanto*, increased the liability to accident; for it might be received as an axiom, that anything which broke the continuity of a rail tended to develop danger. As, however, there were no means of avoiding these frequent "turns out," judicious regulations, combined with effective signals, must be relied on, and now that facing points were reduced in number the liability to danger had been diminished. The use of self-acting switches was attended with evils of no trifling magnitude, and many accidents had occurred from reliance on them; indeed, as a general rule, machinery to supersede personal inspection and manipulation was fraught with danger. With respect to the rolling stock, it appeared from a return of 1900 cases of engine failures and defects, within two years on the London and North-Western Railway, that burst and leaky tubes nearly doubled any other class of failure, and that these, with broken springs and broken valves, amounted to one-third of the whole number; and though they caused no direct danger to the public, yet as producing a temporary or permanent inability of the engine to carry on its train they might be the remote cause of collision. The passenger carriage, from its perfect manufacture, presented almost complete immunity from accident, for during the last four years out of the large stock of the London and North-Western Railway only six wheels had failed, and though at first some annoyance and alarm had been experienced from heated axles, yet by the recent introduction of the patent axle-box it had been much reduced. The same praise could not be bestowed on the merchandise wagon, as in no portion of the system had so little improvement been made; the fracture of axles was frequent, the mode of coupling very defective, and the want of spring buffers, or even of buffers of the same height and width, rendered the destruction of property enormous. No loss of life from fire, either from heated coke or spontaneous combustion, had occurred to a passenger train, but there had been some narrow escapes. These and other circumstances had led many persons to suggest various contrivances for communicating between the passengers, the guard, and the engine-driver, almost all of which were identical in principle, consisting of a connecting wire or rope. This plan had been tried and failed. A more feasible and favorite one was that recommended by the Railway Commissioners, which was to continue the foot-boards, so as to form a narrow platform from end to end of the train, but a committee of railway officials had subsequently expressed their unanimous condemnation of the measure. The plan now adopted on the London and North-Western Railway, was for the guard's van at the end of the train to project about a foot beyond the other carriages, so that the guard looking through a window in this projection, might notice the waving of a hand or a handkerchief; this was, of course, useless at night.

All these causes, however, did not produce a tithe of the accidents which resulted from a want of attention to the signals, and a neglect of regulations, which of all sources of danger were the most prolific. Railway stationary signals had been greatly improved of late years, and the introduction of the lofty semaphores and the auxiliary signals really left little to be desired. Besides these there were the hand signals to be used by the guards, in case of stoppages between stations, and the detonating signals to prevent collisions during a fog, which latter supplied a deficiency that had been experienced, and they were found to answer exceedingly well. The electric telegraph had greatly facilitated working under variable circumstances, and so beneficial had its effects been, that, during the year 1851, out of 7,900,000 passengers, or nearly one third of the population of England, who had travelled over the London and North-Western Railway, only one individual had met with his death (from which casualty the author also suffered), and this was the effect of the gravest disobedience of orders. In the six months during which the Exhibition was open, 775,000 persons were conveyed by excursion trains alone, in 24,000 extra carriages, all centering in a single focus, arriving at irregular hours, and in almost unlimited numbers, from more than 30 railways, without the most trifling casualty, or even interruption to the ordinary extensive business of that line.

The author thought undue importance had been attached to the question of irregularity in the times of the trains, as an essential element of safety, for with perfect signals and a well-disciplined staff, no amount of irregularity should lead to danger; but, on the contrary, it should, to a certain extent, by its very uncertainty, induce increased vigilance, and, therefore, greater safety. Accidents very rarely happened from foreseen circumstances, but generally from a simultaneous conjunction of several causes, and each of these was provided for as it arose. The statistics of railways, and the periodical publication of the Government returns, drew public attention, very pointedly, to the aggregate of accidents; but it was believed, that if due regard was had to comparative results, if the accidents to steamers, or in mines, to omnibus passengers, or even to pedestrians, were as carefully recorded, that then, whether as regarded the ease and celerity of transit, or the facility of conveying numbers, the railway system, even in its present state, would be found to be incomparably safer than any other system in the previous or present history of locomotion.

The largest copper brewing pan in the empire is in Dublin, and of Irish manufacture. It was made for Alderman Guinness; its weight being 12 tons, and it will contain 1000 barrels.

The annual meeting of the British Association for the Advancement of Science will be held in August, at Belfast, at the instance of the Lord Bishop of Down and the Rev. Dr. Henry. Col. Sabine, R.A., is president for the year.

The first train of Aberdeen steam-coal passed over the Vale of Neath and South Wales Railways to Swansea on Saturday. The train consisted of 25 waggons, containing 250 tons of coal, which forms part of a cargo now in course of shipment by Messrs. Leach, Richardson, and Co., for St. Jago de Cuba. We understand this coal to be from the colliery of Messrs. Joseph and Thomas, of Aberdeen.—*Swansea Herald*.

NEW APPLICATION OF THE WATER GAS.—Mr. Samuel Cunliffe Lister, of Bradford, has most successfully applied Mr. White's patent water gas—obtained by decomposing water on incandescent charcoal or coke—to the heating of his machines for preparing and combing wool, in place of using fire from charcoal, as is the general practice in Yorkshire. This must be a very great improvement indeed, avoiding all dust and filth at present so troublesome from the use of charcoal, and avoiding the very deleterious influence of generating such a mass of carbonic acid, so poisonous to the workpeople, and from which so many of them suffer severely. A gentleman who went last week to Addingham Mill to see this gas in operation, as applied to the heating of the combs, speaks most decidedly in its favour; and Mr. Lister so highly approves of it, after a full trial, that he is erecting it at several of his other establishments for the same purpose. It is stated to be a very easily and very rapidly made—one report of 6 feet long making 200 to 300 feet an hour, and at a trifling expense, while the intensity of the heat given out is certainly double that of ordinary gas. A piece of iron or copper wire held to the jet is almost instantly heated, while the gas is so pure as in no way to injure the finest machinery with which it comes in contact. We cannot doubt but an improvement so decided must make rapid way in Yorkshire. The same gas for all purposes of singeing is stated as far superior to coal or Cannel gas, and never fills up the small apertures of the singeing machines. Messrs. Gardner and Basley, of Dean Mills, Bolton, are using it extensively for singeing their yarns.—*Lancashire Mercury*.

THE IRON TRADE OF AMERICA.

Forty-five of the sixty-two counties of Pennsylvania contain iron-works, and nine others contain iron and coal within their limits. Berks county has 41 iron-works; Lancaster, 30; Clarion, 30; Huntingdon, 28; Blair, 27; Chester, 25; Venango, 21; Columbia, 20; Centre, 20; Armstrong, 18; total in 10 counties, 260. The following is the amount of fixed capital invested in the following 10 counties:—Allegheny, \$1,837,000; Armstrong, \$1,388,000; Lancaster, \$1,273,000; Chester, \$1,248,000; Berks, \$1,231,000; Clarion, \$1,221,000; Columbia, \$1,107,000; Blair, \$922,000; Huntingdon, \$896,000; Luzerne, \$702,000—\$11,825,000. At the time this investigation was made the total number of furnaces in operation was 304. The aggregate investment in real estate amounted to \$11,921,576; their capacity was to make 550,959 tons. The make in 1847 was 389,350 tons; in 1849, 243,370 tons; in 1850, 198,843 tons. Of the whole number of furnaces in the State (304) 144 were out of blast on the 1st May, 1850. Still later, on the 1st Nov. of the same year, 167 furnaces, or 56 per cent, were out of blast; 15 furnaces were sold by the sheriff, in the first four months of 1850, and other sales under execution have since taken place. A comparison of the make of 1851 with that of 1847 shows a decrease of 190,537 tons, or 49 per cent, in three years. Assuming that Pennsylvania makes one-half of all the iron produced in the Union, which is regarded as a fair estimate, the above rate of decrease would give 381,074 tons for the whole Union, or about 1000 tons more than the amount of iron and manufactures of iron and steel imported for that year. In the manufacture of railroad iron a similar decline is visible. In 1847, 40,966 tons of rails were made; in 1849, but 18,973—showing a decline in two years of 21,993 tons, or 54 per cent. The other rolling mills are almost solely engaged in manufacturing boiler-plates and cut nails, which have not been so seriously affected by foreign competition as some other branches. There are 605 nail machines in the State: they produce about 606,000 kegs, or 30,000 tons per year. There are 13 establishments in the State for the conversion of steel: they produce about 6078 tons per annum. The total number of iron-works of all kinds in the State is 504; the capital invested is \$20,502,016.

THE GREAT EXHIBITION BUILDING.

The following petition, from Mr. William Vose Pickett, of Jermyn-street, St. James's, was presented to the House of Commons by General Sir De Lacy Evans, on Tuesday evening:—

TO THE HONOURABLE THE COMMONS OF GREAT BRITAIN AND IRELAND IN PARLIAMENT ASSEMBLED.

SHEWETH, That with mingled feelings of satisfaction and regret, your petitioner learns that a strong desire exists in the public mind for the Crystal Palace to be retained and converted into a permanent museum of modern science and art, and for other objects of public instruction and recreation. Deeply impressed with the important and universal benefits to be derived from a national establishment devoted to such a purpose, provided its controlling power and management be wisely and efficiently ordered and administered, your petitioner yields to no one in the earnestness of his desire for its practical adoption; because, it is solely to the want of such a tribunal that he has reason to attribute not only the denial of a vast amount of attainable public good, but the total sacrifice of his own personal interests, during the last 10 years, in the prosecution of a work of science and art, which, perhaps, more than any other is calculated to advance the social, moral, and industrial interests of the people of this country, its colonies, and the world at large—namely, a system of highly useful and beautiful architecture, adapted to the properties of iron, slate, glass, and other corresponding substances; a system immediately practical and economical in application, the explanations and illustrations of which have repeatedly met the notice and approval of the presidents and councils of the Royal Society, of the Royal Academy of Arts, London, of numerous other scientific bodies, and individuals of European eminence in science and art, and the truth and efficiency of which, after seven years of continued pro-

In the first place (and your petitioner is ready to substantiate the truth of these assertions by evidence before your honourable House)—it is not, both in the nature of its supporting material (cast-iron), and in the form and method of its construction, a building the stability of which can be safely depended upon, or rendered permanently adequate for the protection of the public collection of modern science and art. Secondly—it does not combine and include the provision of security against fire, permanent durability, capacity for comfortable dwelling during all seasons, and other various and necessary utilities, indispensable to an efficient and satisfactory building for so important and permanent an object. And, Thirdly—it is altogether deficient in the grandeur and beauty of plan, variety, and expressiveness of feature, richness and splendour of ornamental arrangement, and general magnificence in effect which iron, and its legitimate associate materials, under proper and efficient laws and rules in architecture, may be brought to exhibit, which the dignity and importance of the object requires, and the honour and interests of this country (already second to no modern nation in the higher departments of fine art, and surpassing every other in the production and manufacture of iron) so urgently demands.

Your petitioner begs briefly to inform your honourable House, that immediately on the appointment of her Majesty's Commission for the Exhibition of 1851 he duly applied for an examination of his system of iron architecture, together with an admirable and efficient form of wrought-iron, slate, and glass building construction (the patented invention of Mr. George), in conjunction with which he proposed to apply it in the erection of the Great Building. But though repeatedly, and through various channels, pressed on their notice, the Building Committee and her Majesty's Commissioners altogether refused and neglected to examine the evidence. Had the plans and propositions of your petitioner been carried out, the whole of the 120,000 paid for the use of this building would have been saved; while the necessity and expense of employing the Royal Sappers and Miners in sustaining the safety of the structure would have been altogether superseded, because the edifice he desired to propose would have been of such a nature as, if required, would have remained in perfect stability and security against fire, and every other natural contingent, for a thousand years or more; while, at the same time, offering the greatest facility for removal, and, either as a whole, or in part, might have been readily appropriated to any other purpose, whether of temporary or permanent building, and of plain or magnificent character, and this with the greatest possible economy in original outlay.

The claims of the people of this country for the retention of the Crystal Palace require the interpretation of wisdom on the part of your honourable House. They claim a national edifice, composed of materials the staple production and manufacture of this country, and in a style of art distinct and different from those which we derive from antiquity. They require the devotion of this edifice to the advancement of science, art, and industry, the spread of educational knowledge, the instruction and recreation of the public, and the promotion of the best interests of society at large. The claims of the people were never more justly intended to consideration than in this instance. All the architectural edifices we possess are, in their primary types, the offspring of the genius of distant ages, expressive of the spirit and adapted to the wants and circumstances of the times and nations for which they were invented. Feudalism, monasticism, and the exclusiveness of aristocratic power, have their symbolic expression and embodiment in the style and words of the "decree," recently issued by the Government of France, "shall respond to what is required by national feeling, by the magnificence of art, and the development of industry, and be worthy of the grandeur of the nation which calls it forth." Your petitioner, therefore, implores your honourable House, before deciding on the case in question, to award a due and impartial examination of his plans and designs for a national and permanent edifice, composed of iron, slate, glass, and other incombustible and imperishable materials, and calculated to supply every deficiency in the Crystal Palace, whether as regards stability, durability, art, effect, or general efficiency, and this with a view to the application of this system and style of architecture, not only to the edifice in question, but in the erection of public works in general. And your petitioner will ever pray, &c.

IRON, HARDWARE, AND METAL TRADES' PENSION SOCIETY.—The anniversary festival of this valuable and prosperous institution is fixed for Thursday next, May 6, at which the Right Honourable the Earl Fitzwilliam is expected to preside, and J. Parker, M.P. for Sheffield, vice-chairman. A goodly array of stewards is already published, headed by Viscount Lewisham, M.P. for South Staffordshire, and Lord Dudley Coutts Stuart, M.P.; and in addition to those in London, numbering above 50, there is a Birmingham list, headed by the mayor, above 20 from Sheffield, including J. A. Roebuck, Esq., M.P., and several from Wolverhampton, Dudley, &c. We have no doubt both the festival and the annual meeting, on the 21st of June next, will pass off with great festal.

HOLLOWAY'S PILLS AN ADMIRABLE REMEDY FOR THE CURE OF BILE, INDIGESTION, AND LIVER COMPLAINTS.—The widow of an officer in the Hon. East India Company's service, who had been residing many years in Calcutta, where her liver and stomach had become so deranged, that she could with difficulty digest any kind of food, suffered almost incessantly from sick headache, nervousness, and loss of spirits, the results of a debilitated constitution. The medical aid she had there was of no avail, and her friends gave up all hope of a recovery, until she had recourse to Holloway's Pills, which in about six weeks restored her to sound and perfect health.—Sold by all druggists, and at Professor Holloway's establishment, 244, Strand, London.

These points are more specifically entered into in an appendix to this petition, which will, probably, appear in our next.

THE NETHERLANDS AND HANOVER JUNCTION CANAL COMPANY.

To be constituted a *Société Anonyme* by Royal Decree approving the Statutes. Capital, 1,500,000 florins, or £125,000, divided into 50,000 shares, of 30 florins, or £2 10s. each.—Deposit 6 florins, or 10s., per share. The Dutch law expressly limits the liabilities of directors and shareholders to the amount of their respective shares.

BOARD OF AMSTERDAM.

Chairman—Baron SLOET tot OLDHUIJS, Member of the Second Chamber of the States General, President of the Tribunal of Zwolle, &c. Y. A. VAN ROYEN, Member of the First Chamber of the States General, &c. H. S. ENGELKENS, Ex Member of the First Chamber of the States General, Mayor of the town of Winschoten (Groningen), Member of the Provincial States, &c. Colonel GEORGE LANDMANN, late of the Royal Engineers, Kingsland. CHARLES PIETRONI, Esq. (Draper, Pietroni, & Co.), 4, Great Winchester-street, London.

Captain C. NELSON, Denmark-hill, Surrey. EDWARD RUDESTON READ, Esq., 21, Wellington-terrace, St. John's Wood. JOHN DAVID BARRY, Esq., one of the Managing Directors of the Orleans and Bordeaux Railway, Paris.

BANKERS IN AMSTERDAM—Messrs. Goll and Co.

STANDING COUNSEL—D. A. Walraven. SR. SECRETARY—J. H. Graswinckel.

OFFICES IN AMSTERDAM—HEERENGRACHT, No. 371.

LONDON AGENCY.

Colonel GEORGE LANDMANN Captain C. NELSON. CHARLES PIETRONI, Esq. EDWARD RUDESTON READ, Esq. JOHN DAVID BARRY, Esq.

BANKERS.

Messrs. Heywood, Kennards, and Co., 4, Lombard-street. Messrs. Strahan, Paul, Paul, and Bates, 217, Strand. BROKERS—Messrs. Field, Son, and Wood, 9, Warrford-court.

SECRETARY—T. W. Youngusband, Esq.

OFFICES OF THE LONDON AGENCY,—38, NEW BROAD-STREET, CITY.

The object of this Company is to complete the chain of canal communication between the Zuyder Zee and Meppen, on the River Ems, in the kingdom of Hanover, and to purchase about 11,500 acres of valuable freehold peat field in Holland. On a reference to the map accompanying this prospectus, it will be seen that such communication commences from the Zuyder Zee, runs up the River Yssel, thence by canal to Zwolle, from which the Deftend Canal extends as far as Gramsbergen, within a short distance of the frontier town of Koevorden.

For the completion of the junction from Gramsbergen to Koevorden, the requisite amount has been voted by the local authorities, and the works will be commenced simultaneously with those of the canal projected by this company.

The proposed canal will run from Koevorden to Meppen, a distance of 22 miles, making, when completed, a direct communication by canal of about 62 miles, whereby a distance of about 200 miles of tedious and dangerous navigation will be saved to the shipping of Hanover, which brings the timber and other produce of that country, and part of Prussia, to the various ports of the Zuyder Zee and other parts of the Netherlands. At Meppen, the river Hase, which drains the south-eastern portion of Hanover, and the Lingen Canal, form a junction with the Ems, which is navigable as high as Munster.

The total cost of the canal from Meppen to Koevorden, including the purchase of the land for the seat of the canal, is estimated at—£75,000. The purchase of 11,500 acres of freehold peat field, conveyance, &c. 36,250. Government duty, with deposit 4,000. Cost of surveys, plans, &c., to be repaid by instalments 7,000. Sundry expenses, forming company, engineering, to verify plans, &c., and travelling expenses, &c. 2,500.

Total £124,750

The probable amount of tonnage, computed upon the actual traffic that may be relied upon as forming the income to be derived from the canal, is from official statistics as follows:—

1. The number of vessels passing between different ports on the Zuyder Zee and the River Ems, and which, in 1847, were 6000, averaging 25 tons 150,000. 2. 325,000 measures of firewood, and timber for building, conveyed by wagon from Hanover into Holland 16,000. Total of tons 166,000.

This, at 6d. per ton, would produce to Canal about £4,187. To which add tonnage on 25,000 dagwerken of peat fuel 2,980.

From this deduct £1000 cost of maintenance, and the salaries of canal officers, &c.—say 1,000.

Net revenue £5,167.

or 7 per cent. on £75,000, an amount of outlay which will be considerably reduced by the value of the excavated material.

This, independent of the other important object in this adventure—viz., the peat field, consisting of about 11,500 acres, now totally neglected for want of means of outlet, which would immediately be provided by the projected canal.

This property is situated within the boundaries of the Dutch territory, and when the peat shall have been cleared, the surface will be available for agricultural purposes, and readily saleable at £6 per acre.

It was, therefore, natural to conclude that such a property, though now totally unproductive of profit, would acquire great value when the means of carrying the peat as fuel to a good and sure market were established; and, in consequence, after protracted negotiation with the numerous parties interested, a tract of rich freehold peat field, reported to be of an average depth of 20 feet, and comprising about 11,500 acres in extent, has been purchased on very advantageous terms.

The enterprise is, therefore, no speculation founded upon the discoveries lately made in the properties or treatment of peat, but based upon the fact that peat is the only fuel produced in the country, and in general use. The custom of the country before working a peat field is to lift and burn the top sod, on which buck wheat is sown during five or six years, and the return is a nett profit of £4 per acre.

This, on 11,500 acres, during five years, will give £46,000, or upwards of £6000 per annum for seven years (two being allowed for draining), leaving the mass of peat to be dealt with as fuel, and after that the surface for agricultural purposes.

With regard to the profit upon the peat as fuel, an average annual sale in the following manner may be relied upon:—

The royalty paid throughout Holland by the peat cutters is 7½ florins, or 12s. 6d. per dagwerk—equal to about 1s. per ton, of which 12 go to the dagwerk. The sale of fuel will begin with the commencement of the canal near Koevorden. The annual produce may be fairly estimated as averaging upwards of £7000.

The promoters are perfectly aware of what has lately been done in the treatment of and with the products of peat; and, if it should be found that greater profit can be realised by the adoption of any novel process, than by an invariable everyday sale of the article, such advantages will not be neglected.

The projector has obtained the usual conditional concession from the Governments of the Netherlands and Hanover, and will receive the definitive concessions immediately upon the necessary capital being subscribed.

This company is, therefore, formed upon the condition that the projector shall transfer the peat field estate purchased by him at cost price, together with the sections, drawings, detailed estimates, and other documents relating to the canal, and the enterprise generally. He also undertakes to obtain for the company definitive concessions from the Governments of the Netherlands and Hanover.

He stipulates that after the undertaking shall have produced returns and profits sufficient to reimburse the whole of the capital invested, with interest at 5 per cent., one-half of the remaining interest in the property, as it shall then stand, shall become the property of the projector, and the other half remain that of the shareholders. The disbursements and liabilities for preliminary expenses for surveys, plans, &c., to be reimbursed to the projector, after the company shall have been put in legal possession of the estate, by three instalments payable respectively out of the proceeds of the first, second, and third calls.

The capital of the company has been fixed at an amount which is considered to be larger than will be required, as it is certain that a great portion of the excavation may be turned to profitable account, in the shape of fuel, in which case all the capital will not be called up.

An English engineer will be sent out, commissioned to examine and verify the plans and surveys that have been made, and to report upon the project generally. Should the report not be satisfactory to a majority of the directors, the whole of the deposit shall be returned to the subscribers, with a deduction not exceeding 1s. per share, which shall cover all expenses.

The statutes of the company will be drawn up by the directors, and presented for the approval of the minister, and the sanction of his Majesty the King of the Netherlands; and the necessary measures will be taken, in compliance with the formalities required by the laws and customs of Hanover, for placing the company in a legal position, as regards the Hanoverian Government.

The notarial Act will be passed by the directors on their own behalf and as representing the body of shareholders, for whom they will be authorised to act.

A call will be made for an instalment of 6 florins, or 10s. per share, payable within one month afterwards. For all subsequent instalments, which will never exceed 6 florins, or 10s. per share, and at intervals of not less than two calendar months, two months' notice will be given by advertisements in two Dutch, and at least three English daily papers.

Application for shares to be made to the offices of Messrs. Goll and Co., in Amsterdam; or of the agency in London; and of the brokers of the company.

The letter of allotment will be presented to the bankers of the company, who will receive the amount of the subscriptions. Scrip certificates will be afterwards delivered by the secretary in exchange for the bankers' receipts.

The deposit of every subscriber must be paid, at latest, within two clear days after the issue of the letter of allotment.

No subscription for less than five shares will be received.

Amsterdam, April 24, 1852.

TRANSLATION.—Sec. III. Art. 40. The capital of the company is divided into shares either to parties by name or to bearer. The proprietors (or shareholders) are not responsible beyond the amount of their shares. (Dutch Code of Commerce.)

In addition to the Copper Bottom Mining Company, which, according to our last, is now to be constituted into a public company, though strictly on the Cost-book System, we have this week to add another which is highly thought of by those acquainted with the locality—viz., The Cretown Copper and Lead Mining Company, Kirkeudbrightshire. The latter disposed of 56 tons of copper ore at the last sale in Swansea, for 349l. 1s. 6d.; and the former have, in the space of one week, received applications for the full number of their shares, as we expect will be the case with the latter.

Mines of copper, tin, and lead, under judicious management, are eagerly sought for, and the public are more generally coming to a due appreciation of their value as an investment.

MINES IN IRELAND.—No. I.

Having lately visited the mineral districts in the county of Cork, forming part of an inspection of the mines of Ireland, with the view of presenting, through the medium of our columns, the results of personal investigation and inquiry, we purpose in our present and succeeding Numbers to furnish such information as we have acquired, with the earnest desire of rendering the *Mining Journal* useful in advancing the interests and directing attention to the mineral riches of the Sister Isle. Ere we proceed to record the result of our labours, it may be well to advert to the advantages which present themselves in working mines in this country. The locality of the mines may be said generally to offer peculiar facilities for working by means of adit levels to a considerable depth, while from their being immediately adjacent to safe ports of shipment, these, with the superior quality of the ore, and the lowness of rate of labour, afford more than ordinary claims on the attention of the capitalist and miner. We will, however, at once proceed to record our observations.

Having left London by rail for Holyhead, 263 miles, and thence to Dublin, 60 miles, which was reached in 13½ hours, we proceeded by way of rail to Cork, 164 miles in 6½ hours, and from thence on by rail to Bandon, a further distance of 20 miles in 50 minutes, where we took coach to Skibbereen, 33 miles, and from thence on by car to Skull, 15 miles, the time occupied in the two last stages being about 7 hours, or, in all, 28 hours in going over 560 miles, exclusive of stoppages on the route; the distance from London to within 9 miles of Cape Clear, the extreme south-west point of Ireland, being performed in that time. These particulars are given, with the object of showing that property, even at this remote corner, may be reached in little more than a day, while the time is not far gone by when, to travel to Truro from London would have occupied more hours. This will enable the adventurer to visit the property in which he may be interested, and see for himself, or to send his agent—accomplishing the task at a trifling cost, whether considered as affecting money or time; and thus presenting to the adventurer superior advantages over those put forth by foreign mines, whether indulging in golden dreams or otherwise. Having arrived at Skull, which is pleasantly situated on the north-west shore of Skull Harbour, and through which the road leads from Skibbereen to Crookhaven, where there are two clean and comfortable hotels, we proceeded to examine the mines in the immediate vicinity, the first of which we visited being that of—

COOSHEEN.—This mine is situated near Skull, in the county of Cork, and on the eastern side of Skull Harbour, being bounded on the south by Castle Island Channel and Long Island Sound, east by Ardennant, on the west by Skull Harbour, and north, leading from Ballydehob to Skull. The extent of the mine is about 400 acres—its length on the run or course of the lodes being about 600 fms. nearly east and west, and 1200 fms. north and south. The number of lodes which have been opened upon are four—the bearing of which is slightly south of west and north of east, and are assumed to be a continuation of the Cappagh Mines, on the Audley estate: the underlie is found to be, on an average, 18 inches in a fms. south. The four lodes at present discovered are known as the Old lode, Thomas's lode, Maitland's lode, and Carmichael's lode, the whole being within a distance of 120 fathoms, and intersected by a slide at the eastern end of adit, running nearly north and south, composed of floccan, or soft clay, varying from 6 inches to 2 feet in thickness, and, generally, when in contact with the lodes, rendering the latter productive of ore. The respective distances are Thomas's lode, 16 fathoms south of the old lode, and Carmichael's lode, 64 fathoms further south—Maitland's lode being 40 fms. to the north of the old lode; thus giving an entire distance, as above mentioned, of 120 fathoms, the whole having been intersected by a cross-cut driven north and south. The deep adit level commences just above high-water mark, and is driven east on the course of the lode 350 fms., but which produced no ore until it came in contact with an elvan course at about 275 fms. from the mouth of adit; the productive part of the lode in this level is eastward for the last 75 fms. of driving. The adit is 26 fathoms at the deepest point, and has been driven by cross-cut north 40 fathoms to Maitland's lode, on the course of the slide, and south 16 fathoms, also on the slide to Thomas's lode. A shaft has been sunk from surface to the deep adit level 26 fathoms, and a winze 9 fathoms below the adit level; another shaft has been also sunk on Maitland's lode from surface to the adit 20 fathoms. A railway is laid down in the adit level for the whole distance, whereby all ores and attle are sent to the dressing floors, the latter being conveyed by short transit to the beach, the expense of whom drawing, &c., thus being saved. There is but little water to contend with, and which has heretofore been drawn to adit by barrels, and the opinion is that a further depth of 25 to 30 fms. could be sunk without the aid of machinery beyond hand pumps. Maitland's lode has been driven on east of the slide about 16 fms., the old lode about 8 fms. east, and Thomas's lode about 10 fms.; this lode has been most productive east of the slide, while the old lode which is west of the slide has yielded most ore; the lodes are about 3 ft. big, producing rich grey ore and malachite, the average per centage being taken at 28½ per cent., some parcels were given to understand having been sold at 28½ per cent. The amount of sales from the former working was upwards of 17,000l., but the mine has not been in operation for the past four years, arising from peculiar circumstances. Every convenience is afforded for shipment of the ores, as well as landing materials, the freight to Swansea being 7s. per ton. There is no land carriage, and vessels of 100 tons burthen are capable of taking in ores from the dressing floors. At the surface is agent's dwelling house, store-houses, smithy, captain's house, assay office, count-house, ahed, dressing houses, and everything complete on dressing floors, with stamps, hutes, buddles, and all dressing apparatus, enclosed by a wall. A water-course has been brought a distance of two miles to the mine to supply the stamps, and reservoir constructed. The mine is not at present at work, but the whole of the surface-land having lately been purchased, with one-half of the royalties, and the buildings, yards, dressing floors, being in perfect repair and order, for the resumption of the workings, little or no delay would occur in raising ores, which we are given to understand, may be expected to take place in the ensuing summer.

From this mine we proceeded in an easterly direction through the townlands of Ardennant, Dreenatra, Kilbronnogue, Rossbrin, Ballycurnick, Cappagh, and Filemuck—the lodes from the Coosheen Mine running in a direct line through those several lands a distance from Skull Harbour to the Ballydehob River, which forms the eastern boundary of this range of mines, of upwards of four miles. The whole of those lands, east of Kilbronnogue, are the property of Lord Audley, and formed a part of the mines worked by the West Cork Mining Company, which will be noticed in another article, treating on the mines in this district, and which are about being sold under the Commissioners of the Encumbered Estates Court. At a distance from Coosheen, in a direct line north-west, of about 12 miles, although double the distance by road round the head of Dunmanus Bay, are the—

GLERAULIN AND CARVILLEEN MINES.—In approaching which the route is of a highly interesting and romantic character, and through the gap of Mount Gabriel (a mountain 1400 ft. above the sea level), from which there is an extensive view of Cape Clear and the Fastnet rock; numerous islands between the cape and the main land, with the broad expanse of the Atlantic on the south and west; while on the north, the deep and extensive Bay of Dunmanus presents an interesting object. Proceeding along the shores of this bay, on reaching the village of Killohane, and then ascending the mountain of that name, which divides Dunmanus Bay from Bantry Bay, a height of 1000 ft., a magnificent scene opens to the view—the mountains of Kerry in the distance being on the north; while nearer are those of Berehaven, where are the celebrated copper mines, of which more anon, and Hungry Hill, with the noble bay of Bantry at their base. On looking south-west from this point, another glimpse of the Atlantic is obtained, and also a full view of Dunmanus Bay, Mount Gabriel in the distance, and also the Three Castles and Mizanhead lands. On the north side of the Killohane Mountain, and south shore of Bantry Bay, are these mines, being bounded on the north by that Bay, and reaching south to the summit of the Killohane Mountain. The extent of the set east and west on the run of the lodes, being one mile, and one mile north and south. The situation of the mines presents more than ordinary advantages, from the facility afforded for shipping the produce, the lodes cropping out near the water's edge, and are to be seen in the cove, which affords good shelter for vessels: the elevation of the ground also presents facilities for working by means of adits, which may be driven on the course of the lodes. The mines are held on lease of 32 years, at 1-18th dues, which must be considered as very moderate. The nature of the rock is that of a compact killas, or clay-slate, perfectly distinct from the district in which are situated the Coosheen and Audley Mines, where the strata is more laminated—the ground being easy for driving and sinking—the cost of the former averaging from 40s. to 45s. per fathom.

In the cove before-mentioned there are four lodes to be seen, at a distance of about 50 fathoms, ranging about 10° south of east and north of west, and varying in size from 4 to 9 or 10 feet, having a slight underlay south. Immediately adjoining the southernmost lode is one composed of a white sparry nature, supposed to be carbonate of manganese, running about north-east, which will intersect the copper lode in a short driving. An adit has been commenced on the course of the lode, and driven 4 fms. east, and a further opening made on the western side of the cove, on the most southern of the copper lodes mentioned, from adit has been driven about 10 fms., and is now in course of driving at 40s. per fm. The eastern adit is set at 10s. per fm.—it being driven in a floccan and easy ground; further east, or about 50 fms. south of the cove, a copper lode, 8 to 9 feet big, with manganese about 4 ft. on the south wall, presents itself, which is there intersected by a cross-course, ranging nearly north and south, and which extends from the cove through the set; at a further distance south two openings have been made—the one a shaft, sunk by the former adventurers on an east and west lode, about 5 feet wide, with good gossan on the backs showing at surface, and by a cross-cutting pit driven across the cross-course, or north and south lode, which is here laid open about 4 feet wide. From the adit level west a cross cut has been driven north 6 fms. on the lode, but no north wall has yet been reached; the lode is principally composed of quartz intermixed with small quantities of ore. A winze has been sunk 5 feet below the adit level, and consists of gossan, quartz, and ore, and is found to

improve in sinking. The north lode, at the entrance of the cove, has been opened in the cliff, and some tons of ore raised, which were washed away by one of the late storms; a quay wall has, however, since been constructed, to prevent a similar occurrence. In the south part of the cove, in the lode assumed to be carbonate of manganese, the size of the lode is large, and the ore may be raised and shipped at a cost not exceeding 10s. or 12s. 6d. per ton; it, however, remains to be seen what value is to be attached to it as a marketable article. There is a stream of water which may be rendered available for dressing the ore. About 15 men are employed at this mine, the wages being about 8s. per month for miners, and 10d. per diem for labourers—all work is executed by bargain or contract. The freight to Swansea, which is the only charge for carriage, may be taken at 7s. per ton, and to Liverpool 7s. to 8s. per ton. The mines are under the management of Capt. W. Thomas, and are worked by a private party, but it is, we understand, intended to form a company, and work them on a more extended scale, the operations having been mainly confined to proving the lodes, and the preliminary work, in addition to driving the adit level, which are on the verge of the cliff, thus holding out advantage of shipping. In extending the adit east with cross-cuts south, back to the extent of upwards of 100 fms. may be gained, the ground rapidly rising to the height of upwards of 1000 feet at the southernmost part of the set, so that no machinery will be required, while adit levels may be driven on the course of the lodes.

KILKEEN.—The workings at this mine are contiguous to the above set, and consist of an adit level, which has been driven 90 fathoms on the course of a caunter lode, and is now in course of driving east, a change of ground appearing in the present end of a favourable character. A shaft has been sunk about 4 fms. from surface to adit level, and continued down 6 fms., and a winze sunk further west on the course of the lode to a 10 fm. level, which latter is in course of driving east. It is intended to put down an air shaft about 12 fms. from present end of adit, and as soon as a communication has been made the shaft will be further sunk to the 10 fm. level on the course of the lode, which is nearly perpendicular at a depth of 10 fms. from surface, the underlay for the first 10 fms. being south. In driving the adit east, which is on a caunter lode running south-east and north-west, four distinct lodes have been intersected ranging east and west, but which have not been opened upon; there is also a cross-course running north and south 14 fms. east of the shaft (Mundic shaft). About 160 tons of mundic have been raised from the adit and the shafter working in Liverpool at high prices, producing 50 per cent. of sulphur, and yielding 8 ozs. from assays made of silver to the ton. The lode has been opened 10 feet wide, without discovering any wall—some good stones of ore have been extracted from the lode.

(Kenmare Mines, and those on the Audley estate, will be noticed in our next.)

THE GREAT WELSH SILVER-LEAD MINE.

It at all times affords us much pleasure when we see mining enterprise crowned with success, especially by a few spirited individuals, who will take it up quietly, and with good faith, to commence working on their own account, to prove its value or otherwise. Such, we are pleased to find, has been the case with a mine in Carmarthenshire, South Wales: in the latter end of 1851, Mr. Henry Gibson, of 17, Gracechurch-street, introduced this mine to some friends; and by the latter end of January, the shares were taken up, principally in 10ths, and the remainder in 32ds. On the 2d February, the mine resumed working—having been abandoned some 80 or 90 years. Traditional reports stated that a dispute arose between the miners and the then lord of the soil. They knocked work, and at the same time left some of the miners in the lode, in order to indicate where to resume, and still remained in possession. Litigation ensued; and, as time rolled on, it became totally abandoned. On the 24th February, Mr. Gibson convened the first meeting, which was adjourned until 1st March following, when he informed the proprietors that the miners, under the superintendence of the well-known Capt. Thomas Williams, had been working some weeks, and it was now necessary to make a call to pay off labour cost, materials, &c.; and, in order to prevent unnecessary attendance as much as possible, he proposed the sum of 10l. per 1-16th, which would return 160l. as capital to commence with; and "being St. David's Day, it would, he trusted, prove a good and fortunate omen to the mine." Since the last meeting, the men had not only made good discoveries, but had found one of the identical picks alluded to. The men had also cleared sufficient of the adit level to see they were in possession of a valuable mine, and believed the time was not far distant when they would meet with success.

Mr. Gibson also informed them he was about proceeding to the Cornwall of Ireland—the county of Kerry—to open a mine, and to take up any sets he might approve: they all wished him every success, and assured him he should have their united support. On the 15th, he left Bristol, accompanied by Capt. T. Williams, Samuel Wilkes, Esq., of Wolverhampton, and Capt. John Kessell, the underground captain, with the requisite tools and materials for immediate use; and, upon their arrival, they opened the "Royal Hibernian Mines," on the property of the Dowager Lady Headley, at Castlemaine. After having secured other sets, on the 27th inst. they returned to London, when, to their infinite pleasure, they heard from Capt. James Kessell, of the Great Welsh Mine, that he had succeeded in cutting the main lode, and had raised one solid block of pure lead upwards of 4 cwt., and that he had several tons of lead at surface. This circumstance was made known to the proprietors, and Mr. Gibson convened a meeting for the 18th April following. Reuben Plant, Esq., of Brichy Hill, Staffordshire, a gentleman of well-known repute, as the proprietor of some extensive coal mines, &c., had been persuaded by his friend, Samuel Wilkes, Esq., to become the owner of 10th. On receiving the above intelligence, he sought his friend again; and, after informing him Mr. Gibson was a perfect stranger to him, said—"Surely, we ought not to forget the man who has introduced us to this good fortune in so straightforward a manner. Let us attend their meeting in London, and make him some compliment as a mark of respect." This he accordingly did on the 8th ultimo; and, instead of proposing something nominal, he recommended the proprietors to present a full dinner and tea service, likewise a piece of plate, which met with general approbation. A committee was proposed, and appointed to wait on Mr. Gibson, in order that he might select for himself what would best meet his approbation. On the following day, H. Larchin, Esq., of the Queen's Head Brewery, and Higham Hill, Essex, their chairman, purchased the same, and invited the proprietors to partake of his hospitality upon the occasion of the presentation. Accordingly, on Tuesday last, the whole of the company, with the exception of one or two who were absent from London, with some gentlemen interested in the Royal Hibernian Mines, started for the residence of Mr. Larchin, where they were cordially received by that gentleman, and after partaking of a most sumptuous dinner, it was the pleasing and gratifying duty of Mr. Larchin, in a most eloquent and feeling address, alluding to the many years he had known Mr. Gibson, and also the high respect and esteem he had always held him in for his enterprising and generous spirit on behalf of his fellow-men—not as a miner, but a merchant—in proof of which, he said if any other man in England had solicited him to join a mine he would not have done so; but he knew Mr. Gibson so well, and that any thing he ever undertook to accomplish would pass through with the greatest perseverance, were it possible that such a thing could be done: he then, in a very impressive manner, in the presence of his family and guests, presented the service of dinner and tea plate to Mr. Gibson, comprising, in addition, one massive silver salver, weighing 100 ounces, and bearing the following inscription:—

PRESENTED,
with a Smaller Salver,
a full Tea, Coffee, and Dinner Service of Plate,
to
HENRY GIBSON, ESQ.,
by the Proprietors of
THE GREAT WELSH SILVER-LEAD MINE,
as a mark of their high appreciation of
his exertions
in projecting the same.
April, 1852.

In conclusion, Mr. Larchin wished Mr. Gibson long life, and sincerely trusted he would have health to enjoy it; and that he would refrain more from those duties and indefatigability which he had so incessantly persevered in on their behalf—duties that had with them their toils and their excitement, the consequences attending upon which, if followed with the same degree of ardour as heretofore, might perhaps be the cause of their losing him.

Mr. Gibson rose amid great cheering, which completely overpowered him, and, with suppressed feelings during a short, but plain and straightforward speech, returned his grateful thanks to those gentlemen who had entertained so high an opinion of his conduct, and which they had signified by their constant applause during Mr. Larchin's address. He produced a very handsome silver watch and compass as a present from himself to Capt. John Kessell, who he said, was a man advanced in years; also a similar one for Capt. John Kessell, who had left Wales in order to take the under-management of the Royal Hibernian Mines in Ireland, which, indeed, was the place for capitalists to look to: it was true they had got into foreign countries, but it must be remembered they had that which could be turned into gold at their very doors, if they would only look after it. He told them, that of those who entered mining with him he had one request to make—if successful, he required no thanks, but if unfortunate, not to reproach him; as they were speculations, the result of which no man could foresee. (This was echoed by loud cheering.)

Samuel Wilkes, Esq., said it was very pleasing for him to associate amongst so numerous and highly-respectable a body of gentlemen as those forming the social board of their worthy host. He knew some of them well—Reuben Plant, Esq., and Thomas Turner, Esq., of Tettenhall; also J. D. Payne, Esq., of the South Staffordshire Railway, who was well known wherever he went; he was also proud to meet Mr. Lea, and also Mr. Sadler, of the Kenmare Copper Mines; and, while in the presence of such company, which included some of the first merchants, shipowners, and bankers in London, who were associated with this mine, he felt proud of having it in his power to make a small present to Henry Gibson, Esq., on behalf of his son, John Poter Wilkes, which he had named this as a well-deserved present; now, he informed the gentlemen it was a snuff-box, which was the handsomest he had ever seen: he perceived it bore the miniature of the late King of the French, Louis Philippe, and had, doubtless, been presented by him to some noble Frenchman for good service to his king and country.

Mr. Gibson returned thanks for this additional proof of respect, appreciating the estimation his conduct was held in; and after numerous complimentary speeches, and on the approach of morning, the company departed for London, returning many thanks to their noble-minded host for the kind and highly-hospitable manner he had been pleased to receive them; and giving three hearty cheers for the Royal Hibernian Mines, and prosperity to the county of Kerry and Ireland in general.

DYLIFF MINES, MONTGOMERYSHIRE.—All the men, women, and children, consisting of about 300 persons, engaged at these mines (belonging to Messrs. Williams and Sons and Pughes, leased under Sir Watkin Williams Wynne) were on Wednesday evening, the 28th April, substantially entertained by the proprietors with tea, coffee, and cold meat, on the occasion of the honourable baronet's marriage on that day, as announced, when everything passed off with the utmost harmony, amidst cordial good wishes for his happiness and that of his amiable lady. All intoxicating drinks were excluded. Capt. Williams presided over this rural festival, which has not had its rival in old Dyliif; and Plynlimmon, that overlooked the scene, resounded with hilarity and song.

DEVON AND CORNWALL MINERS' COMPANY.

Sir,—I was much surprised at observing a communication in your Journal of last week, signed "E. W." (Calstock). Although I approve of the tenor of that letter, yet I would add that the authorship is not mine, as has been imagined by some parties here. That they proposed to send out too large a staff in the first place is a pregnant fact, which no one will attempt to refute. The payment of Mr. Gard by a per centage is, in my opinion, a much better plan than the giving a large salary, before we know whether we have the means of paying him. Capt. Langley being a director, I presume has some considerable interest in the undertaking; and I should say it would be from his report that the directors will have their future plans. Until such time as they are in full possession of the facts, and have good reason for prosecuting operations, it would be unwise, by a rash and precipitate movement, to enter into useless expenses. The number of other schemes of the same nature in the market has checked, in a great measure, the spirit of public enterprise in this quarter, and probably has prevented the prompt payment of the capital. The directors, with cramped resources and limited information, would have been, in my opinion, very imprudent had they sent out an expensive staff, with working miners, who might desert as soon as they arrived, and heavy machinery, probably not available, and thus have incurred a heavy cost to no purpose. All would then have been justly complained of their reckless conduct. Let us have a little patience; it is in my opinion much better to lose a few hundreds in preliminary expenses than madly to waste thousands haphazard. Let the directors proceed cautiously and carefully—not be deterred from their path of duty, either by cajolery or threats; and they will receive the support not only of the jobbers, but those of their constituents who are miners, not from speculation but for the encouragement of legitimate mining enterprise. E. W.

Calstock, April 29.

THE WORTHING MINING COMPANY.

Sir,—My former letters, with the concluding paragraph in my last, are flat denials to all "Honesty" or "rhodomontade" in your last publication, and how he could dare to pen such a falsity as he starts with I am at a loss to account. All I desire to say to him is, I shall avoid seeking "Honesty" in the purloins of "Blackman-street," for *certes* he dwells not there: Diogenes with his lantern may avoid those precincts. I have not the slightest wish to know who he is, and shall keep my *incognito* as "Nunes." Had I courted, or wished to "come out," my real cognomen would suffice to show that, connected with foreign mining pursuits, extending over a period of upwards of a quarter of a century, warrants me in supposing that "I know a hawk from a handsaw." At all events, I most certainly am not, as Mr. Honesty dares to assert, fancy, and declare "some one anxious to depreciate this company in the eyes of the public," for if the prosperity of it depended on my *velo*, it should at once prove equal to the Burra Burra in productiveness and value.

I have "confidence in the known integrity of the gentlemen who now form our director," and highly respect them, though I beg to somewhat differ on mining tactics, yet without wishing them "cramped by a grudging parsimony." What I contend for is, we might and ought to have, long ere this, known our fate down to the 40 fm. level, which we should but for the "differences" here and there alluded to in my two first communications; and that we might have done so was admitted by all at the last general meeting. I cannot refrain from noticing that the company was formed early in 1849, and the prospectus then stated—"The mines having been already so far developed, it is not expected that more than 5000l. for working capital will be required to make them remunerative." Now, we have been three years at it, have had three secretaries in that time, spent three times that money, and not one-third of the work done yet. This shows there has been "something rotten in the state of Denmark," all arising from certain "differences," and the pursuing a different course to what was originally contemplated. At the first general meeting, held August 12, 1850, we were told that great progress had been made, and that the steam-engine would "probably be erected within a month or two," and yet one whole year elapsed before it really was done.

The long paragraph as to the "Maria Mine," the "officials," the "quantities of ore of high per centage" that will be raised as soon as the engine goes to work, and the "large profits" to be then realised, are mere suppositional conjectures, not worthy of a moment's notice, considering the quarter they emanate from. No miner, honestly inclined, would profess his being able to see a fathom through an unexplored ground, or one inch, at 13,000 miles distance. NUNES.

Ilminster, April 26.

WHEEL SAMSON—SHARE LIST.

Sir,—I am sorry to be under the necessity of again calling your attention to unauthorised quotations in your Share List. It was only two or three weeks ago I complained of a fictitious quotation of 2½ 10s., which originated with a person who professed to hold shares in the mine, and who undertook to sell them at that price; but who was unable to complete his contract, and never possessed a single share. You had scarcely cleansed your Share List from such fraudulent attempt, before your Journal is found to exhibit another incorrect quotation. In consequence of the price of 1½ 10s. appearing as business done, I was instructed to call on you for an explanation. You very properly promised to communicate with the broker, and request him to call on me. That gentleman, accordingly, called at the office, and assured me a person called at his office and authorised him to offer 50 shares in Wheel Samson at 1½ 10s.; but he could not find a purchaser. I told him I was ready to buy 5 or 50, or 500, at that price. He, however, could not supply any; and he declared himself unable to tell me to whom the shares belonged.

From the professed candour of the broker, I wish to acquit him of any fraudulent intention, and should feel disposed to consider he has been practised upon by some designing person; but it must be evident that it is exceedingly incorrect to give shares without knowing whence they are to come; and it is most injurious to the property of the shareholders to state publicly that "shares can be had at 1½ 10s.," if no one single share can be supplied when such offer becomes accepted.

You must now, Sir, be perfectly aware that these are repeated attempts made to interfere with the property of the Wheel Samson adventurers by persons who have no interest therein. I am, therefore, instructed by the directors to request you to be very particular in receiving quotations, in the absence of information from the office of the transfer of shares; and to inform you that it will be incumbent upon them to protect the property of their co-adventurers by legal proceedings, should the conduct complained of be persisted in.—THE MANAGERS: London, April 30.

WHEEL FORTUNE.

Sir,—In your Journal of last week it is said—"Wheel Fortune, near Sticklepath, Cornwall, is immediately to be put to work: 20 men are now employed, preparatory to the erection of a suitable steam-engine." I am sorry to correct an error. Sticklepath is in the county of Devon; and we shall not require a steam engine, having a large supply of water. R. T. MOLYNEUX.

Buckingham-street, Adelphi, April 23.

SOUTH OF SCOTLAND MINES.

Sir,—I observe, from the report in your last week's Journal of the general meeting of adventurers in the South of Scotland Mines, that an erroneous impression is calculated to be made regarding 200 shares therein, stated as belonging to me. I consider it due to myself to explain that the shares referred to I had transferred to a party, who having failed to pay the calls upon them, they were consequently forfeited. Having intimated to the general meeting my desire of having the said 200 shares added to my present large interest in the concern, the report in question is meant to convey that my wishes would be complied with, and the shares restored on payment of the calls due upon the same. WILLIAM MUSCHAMPT.

Derwent Lodge, Sunderland, April 23.

CREETOWN COPPER AND LEAD MINING COMPANY (Kirkcudbrightshire).—These mines are situated within three miles of Creetown, which is on a navigable river, and since May, 1849, have been worked by a private company. Four lodes have been laid open at the adit level and considerable discoveries made; the nature of the ore sold, and now in full course of raising, is such as to justify the erection of one or more steam-engines for the purpose of developing them at deeper levels. This induces the present proprietors to bring the concern before the public; they have expended a large sum in the various workings during the last three years, and now propose raising additional capital for the purposes already alluded to, leaving the ore now raising, and hereafter to be raised, to constitute a dividend fund. They propose to constitute the company into 2,500 shares, of 11 each, with no further liability, and to be conducted, as hitherto, strictly upon the Cost-book System, taking one moiety themselves, as an equivalent to their interest, and issuing 10,000 to the public; the whole amount of the latter will go as future working capital. The mines are held on lease for 21 years, at 1-15th dues. The deeds may be inspected at the company's offices, 12, George-yard, Lombard-street, where the working plans and specimens of ore may be viewed, together with the reports from the talented managers of the Laxey Mines, Cairnmore, and Black Craig. The stratum is grauwacke slate, lying between the granite hills of Cairnmore and Kirkmabreck. Three levels have been driven into the hill on No. 4 lode, which is very large, in all of which copper and lead ores have been discovered; two levels on No. 3 lode, and a shaft put down 10 fathoms, all producing lead ore; one level, on No. 2 lode, has been driven into the hill for 20 fms., and a shaft sunk from both of which rich copper ore has been risen. No. 2 and No. 4 lodes will form a junction by deep workings. No. 1 lode being first discovered, has been wrought to a greater extent than the others, consequently, has proved more productive. The engine-shaft is being sunk preparatory to the erection of the necessary engine; three levels have been extended a considerable distance into the hill on this lode, from whence there has been sold upwards of 100 tons of rich quality copper ore, and 20 tons of lead ore, in addition to that which is now at surface and in course of extracting: 56 tons of copper ore were sold at Swansea, on 13th April last, for 349l. 1s. 6d. The lode increases in size the deeper it has been met with, and yields ore of an improved quality, intermixed in as fine a gossan as can be seen anywhere. In No. 3 lode, which is 21 fms. below No. 1, the lode yields in the back 2 tons of rich quality ore per fm. The agents are anxious to speak confidently as to the result. The Committee of Management named are five gentlemen of known repute in the commercial world, and applications for shares are to be made at George-yard, or to Messrs. Foster Brothers, of Tokenhouse-yard.

WHEAL PROVIDENCE.—The meeting appointed for Thursday last, to proceed with the settling of the list of contributors in this company, was, to suit the convenience of some gentlemen of the Stock Exchange, at the request of Mr. Quilter and Mr. Holt, adjourned till Thursday next.

PATERSON & THE GALVANISED IRON COMPANY.—This cause, which was set down to be heard before Vice-Chancellor Parker, and which it was fully anticipated would occupy the attention of the Court for some considerable time, we are in a position to state has been compromised by the parties. Our information upon this point is fortified by the fact, that on Wednesday last Mr. Chandless, Q.C., applied to his Honour to have the cause struck out of the paper, which application was granted.

ELECTRIC TELEGRAPH.—Within the last six months upwards of 1000 miles of telegraphic wire have been strung up by the Electric Telegraph Company, in carrying to completion the communication of the country.

PRICE OF MATERIALS.

As charged at Stray Park Mines during the following months:—

DESCRIPTION	JANUARY.	FEBRUARY.
Coal, carriage included	14s 0d.	14s 0d.
Timber, Norway balk	0 8	0 7
Iron, common	5 6	5 6
" figured	8 0	—
" hoop	9 0	—
Steel	—	42 0
Chain, second-hand	11 0	—
Lead, white	—	24 0
Nails, 3-inch patent	16 0	—
Shovels	26 0	—
Tallow	35 0	40 0
Oil, olive	—	4 0
Leather	1 2	1 2
Candles	4 4	4 4
Powder	33 0	33 0
Cans	—	4 3
Safety fuse	0 3	0 3

The English and Australian Copper Company have received advice from their manager at Adelaide, dated 26th Dec., by which the directors are informed no difficulty whatever had been experienced, either at the smelting works or at the Barra Barra Mine, in consequence of the discovery of gold in the adjacent colony of Victoria. The company's manager reports that everything was going on steadily, sending copper ore to Port Wakefield for shipment to England to the extent of 500 tons per week, and receiving back from the port about 500 tons of coal and patent fuel per week for the supply of the works. The make of copper had reached 96½ tons per week. A stock of fuel for the winter supply was being rapidly increased, owing to the number of trucks employed on the new road; there had already been stored 1500 tons of coal and 800 tons of wood, so that in all probability the winter set in a very heavy stock of fuel would be in the yard. The stock of ore on hand was 7742 tons, and daily a further quantity was being received.

From Adelaide, South Australia, we learn that the alleged discovery of gold in the colony had turned out a fabrication. The Government Commissioners had a second time proceeded, with Mr. G. M. Stephen, the party by whom the reward had been claimed, to the spot indicated, and upon testing the soil were unable to procure the smallest portion of metal. Upon a previous trial every spadeful had been found to yield gold, and the commissioners in their report consequently assert that pieces must have been introduced on that occasion, for the purpose of deception. With regard to the general state of the country, it appears that the disorganization caused by the departure of the inhabitants to Sydney and Port Phillip had been much exaggerated. Out of a population of 67,000, the total immigration was not more than 3800, and it is asserted that much of the prevailing commercial panic was to be attributed to the natural collapse of worthless speculations, which had been carried on for the past year or two. The success of the Barra Barra, and the discovery of the Kapunda Mine, caused 230,000 to be squandered in delusive companies, and now that the fancy for those had been destroyed, and a slight pressure had arisen from the demand for coin in the neighbouring colonies, the inevitable results could no longer be averted. Already, however, there were symptoms of re-action. The market price of Barra Barra shares, instead of being 60 or 80, was 100, and so far from the works having been abandoned, they are represented as in full operation, with no symptom of pause or discouragement.

Many instances are adduced as evidence of the revolution in society occasioned by the gold discoveries. One writer says:—"After careful examination, I have come to the conclusion that a fair working man can make full 1200*l.* a year on the ground, clear of his expenses at the present rate of food; that nine out of ten will do this readily, and some few here and there much more. Men have made as much as 10,000*l.* in two months, four men dividing about 40,000*l.* When hundreds of thousands of mere labourers can do this, imagine the magnitude of the effects to be produced on the world." A large sheep-owner, being in great trouble about shearing his flocks, went to a party of shearer at the gold diggings, to ask them to shear his flock. He fancied, in his innocence, that by offering high wages they would come for a few days, and had fully made up his mind to give whatever they asked: he found the men lying indolently round their fire, and told his wishes: they went aside and consulted with each other, when their speaker advanced with gravity, and said they would do it. "Well," said our friend, "let us have a written agreement," and produced ink and paper. "Now, what are the wages to put in?" "All the wool!" and on no other terms would they come, so he was going away in disgust: but they called him back, and he, thinking they had relented, returned eagerly. The man then said, "Master, we want a cook, and if you will take the place we will give you 15*l.* a day."

From Victoria (Port Phillip) we have a letter, dated Geelong, Dec. 31:—"You are, of course, aware of the immense discoveries of gold near Geelong and Melbourne. What the ultimate result will be in the colony I cannot venture to say; but, from present appearances, two-thirds of the inhabitants will be in independent circumstances within the next 12 months. San Francisco excepted, I believe no colony or country ever possessed such an amount of wealth per head as Victoria at the present day. Such is the amount of money in circulation, that the three banks are obliged to use the notes of the Van Diemen's Land Bank to find a circulating medium. Nearly every man who has been in the colony three months is in possession of from 100*l.* to 2000*l.* I have been to the Ballarat diggings; although my success was not great, I have packed 40 ozs. of gold for London, consigned to my friend, Mr. P., of the firm of O. and Co., Well Street, Bermondsey. I have also enclosed a very pretty specimen stone, containing a rich deposit of gold. Should you feel an interest in such matters, Mr. P., have no doubt, would feel a pleasure in showing it."

The latest advices from San Francisco are to the 20th March. Large sales of gold had been made at \$45 for English. The price of gold dust was \$17 25 c. to \$17 50 c. per ounce. On Olney, Cottonwood, and Tadpole creeks, in French Gulch, the miners are doing well; from \$5 to \$8 per day being the average. At the Trinity and Kelamath rivers, the amount was somewhat less. In El Dorado county a company had been formed for the purpose of turning the South Fork of the American River to supply diggings about Placerville, Coon Hollow, Diamond Springs, and Gold Hill. The length of the canal will be 30 miles; the capital stock of the company, \$500,000. Another company is formed to divert the North Fork of Feather River into the Sacramento Valley, near the head of the waters of Dry Creek. At Park Bar, labour is in demand, at \$5 per day. At Long Bar, diggings, supposed to have been exhausted, are being re-worked; and from \$5 to \$6 is offered for labour. At Onsey's Bar, the same may be said. The news from Nevada, Grass Valley, and Rough and Ready presents a prosperous condition. The excitement consequent on quartz mining has, in some measure, subsided. Yankee Jim's diggings, Humboldt Canon, El Dorado Canon, and Indian Gulch, are being profitably worked. At Mokelumne Hill, over \$200,000 have been taken out since the rains. The miners are busy at work in all parts of El Dorado, and anticipate a profitable season.

ACCIDENTS.

Bollersvolden Mine.—T. Williams and J. Madron narrowly escaped from being buried. The one was a lander, and the other a filler; during the time the latter went into the cross-cut to eat his provisions, which could not be more than two minutes, they felt the ground giving away beneath them, and were absolutely buried in the dust. From the energy of Capt. Clemens and the timber man, who displayed a most praiseworthy courage, they were, after some time, rescued from their perilous position.

Great Colliery Explosion.—By an explosion of fire-damp in Norley Hall Colliery, at Pemberton, near Wigan, no less than 10 lives have been sacrificed, and six other colliers have been placed on beds of suffering, with scarcely a possibility of recovery. Six poor fellows were killed by a similar catastrophe on the 6th of January last. The coal-bed is one of considerable extent, and belongs partly to Reece Bevan, Esq., and partly to the estate of the late Duke of Bridgewater; and the late Mr. Daglish had power to take the coal to the boundaries of Mr. Bevan's estate. The coal is worked by means of two shafts of about 480 feet deep, the principal workings running north and east; between 30 and 60 men and boys had descended to work on Friday morning, properly provided with Davy lamps, and proceeded with their work up to about three o'clock in the afternoon, when part of them left, the boys and some others employed as drawers being left to get out the loose coal. Upwards of 30 persons thus remained, chiefly boys, and about half-past three o'clock the explosion of fire-damp occurred. The cause is not known, the rules of the colliery being strict that no one shall unlock their lamps, but it is believed to have ignited at workings close to the boundaries of the eastern face of the coal, where the colliers, having driven their levels up to the coal belonging to the Bridgewater estate, had turned back, leaving the roof to fall in, forming what colliers call the roof. In these places a good deal of gas usually collects, and as this coal is of a very bituminous character, with Cannel underneath, there is generally a considerable quantity of it. The distance from the bottom of the down shaft was about 2250 feet. Mr. William Twiss, overlooker, and Mr. Moses Cuerton, underlooker, of the mine, were fortunately at the office near the pit, and descended with as little delay as possible. After great risk and suffering, the relief parties sent forward succeeded in rescuing several persons in a state of insensibility from various parts of the levels; they also removed the bodies of the dead. **Ripley.**—A recent patient investigation into the causes by which two lives were sacrificed at the Nurebury Colliery, which was detailed last week, the jury returned a verdict of "Willful murder against some persons unknown." Mr. Charles Morton, the Government Inspector, said he would write to the Secretary of State, recommending the Government to offer a reward commensurate with that promised by the owners of the colliery.

Darhwa.—James Walker, W. Atkinson and J. Blakey (two boys), were killed by a boiler explosion at the Helton Colliery, near Houghton-le-Spring. The banksmen had also had his leg amputated, from injuries he received.

Batterley Works.—A man fell into the boiling metal, and was burnt to death.

Kingstonford.—J. Hall was killed by a fall of roof in Lord Ward's pit, at Pensnett.

Stretton.—J. T. Bennett was killed by a fall of coal at Mr. H. B. Whitehouse's pit.

Dudley.—S. Parsons was killed by a fall of coal at the Darby Hand Colliery.

Reidsdale.—T. Phillips was killed by a fall of coal at Messrs. Bagall and Jenson's colliery.

Mining Correspondence.

BRITISH MINES.

ALFRED CONSOLS.—We shall be ready for driving the 100 fathom level, east of Field's engine-shaft, on Wednesday next. The stopes over the 90 fm. level, east of the old shaft, continue to produce copper ore just as for the last month past—viz.: 50*l.* per fm.; the sinking of Wyle's shaft is going on favourably under the 90 fm. level. We cannot speak of much change in the cross-cut driving north and south of this shaft; neither is there any change in the 80 fm. level, west of the engine-shaft. We have cut through the lode in the 67 fm. level, west of this shaft, and are now driving west on its course—a promising-looking lode, from 3 to 4 ft. wide. We hope, in the course of a few days, to see the 60 fm. level at the boundary shaft, between Great Alfred and this mine. Our copper sampling to-morrow, 27th April, will be about 340 tons.

APPLEDORE.—Since last week, we have sunk about 5 ft. of the lode in now in the bottom of the shaft, and is about 24 feet wide, composed of quartz, flookan, and lead; the latter is found throughout the muddle part of the lode, which is to the east. The ground in the shaft is becoming much harder in the last day or two, especially under, or west of the lode, which, by its underlie, will come in the shaft—so that I fear we shall not be able to sink much further before we cut the pit, as it will be found very dangerous to black such a long small lift, it being upwards of 17 fms. in height; we shall get down, with all possible speed, as far as we see we are safe in doing, to open on the lode, which I hope our expectations will be fully realised.

BEACON.—We are still sinking the Beacon shaft, and the lode continuing very good. The lode in Talam's level is very regular, and producing good work; it will produce about 3 tons of tinstuff to the fathom. At our north shaft, the branches continue to produce rich tinstuff, and from the quantity of work we are at present raising and spalling for the stamps, I think we shall require more stamps heads to be erected almost immediately.

BLACK CRAIG.—No. 1 and 2 cross-cuts are still in a hard rock, with faces and joints of strong ore through it. In No. 3 the rise is progressing favourably, and we hope to hole it to the bottom by the end of this week—there is a fine mixture of ore in it. No. 4 cross-cut is still in a favourable rock for lead. Nos. 2 and 3 pitches are producing a fair quantity of lead.

BORINGDON PARK.—Since the last report, we have driven the adit level about 10 fms.; and in this driving we have intersected a lode coming from the south-west, and where we cut into it is 4 ft. wide—good saving work. We have driven on this lode about 3 fathoms north of east; it has apparently changed its course, and seems to form a junction with our old lode; it is still looking well. We have driven about 10 fms. south of west, where it is good work all the size of the lode. I am not yet certain whether it is a distinct lode from our old one, or whether it is a part of our old lode split off further west, and now again made a junction; but I cannot see any sign of any of our old lode splitting off further west. I cannot as yet give any decided opinion as to what it is; but of one thing you may be sure—it is certainly the best discovery we have had yet, this is in the part I have mentioned in former reports. The 15 fm. level still presents the same extraordinary appearance. We have some saving work, but not generally very rich. We have commenced sinking under the 15 fm. level by nine men; and we shall get down with the shaft as speedily as possible. I expect to sample 10 tons of ore in the course of next week.

CHARLESTOWN.—The lode in the end west of new shaft is at present 14 ft. wide, having a kindly appearance, and producing a little tin; in the stopes east of the above shaft the lode is increased in size, being now about 11 ft. wide, and producing some excellent work from a portion of the lode in one of the above stopes. We have this week drawn 40 kibbles of best work, which is worth about 30 cwt. of tin per 100 sacks, being an equivalent of about 1½ ton of tin per 100 kibbles. The tribute pitch on the 25 fm. level of gossan will yield work of a good quality. I think the tributaries are likely to do well. We are also driving an end on the lode west of No. 1 cross-cut, which is about 4 ft. wide, and producing good work. At Blue Borrow shaft the stuff we are drawing to surface is worth about 3 cwt. of tin per 100 sacks—the lode continues its usual size. The lode in the end, east of the cross-cut, north of tutwork shaft, is about 14 ft. wide, producing spots of copper ore. We shall sell tin again to-morrow week (April 30), which I think will be about 6 tons, but will let you know more particularly in a day or two. We hope to get our new stamps to work with 18 stamps heads next week. In conclusion, we cannot but say that our operations are going forward favourably, and the prospects continue, as have been before reported, good.

CHYPRASE CONSOLS.—The last two months have been spent in the erection of flat-roads, bobs, &c., for the unwinding of the old works; these having been fully completed and forked to the 16 fm. level this week, we have dropped the pumps to the 25 fm. level, which we were now working. We have also made a communication between the new and old shafts at 18 fms., to which we shall now lift the water, so as to return it to the plunger in the new shaft. We have also erected, capstan, shears, and horse wheel over the old shaft, and are rapidly getting everything in course to develop the old workings. At the last working of Chyprase, the lode made very rich in the 26, on one side of the cross-course, through which it was never driven. We may, therefore, reasonably anticipate that we shall find it equally productive on the other side; this we shall drive through as quick as possible. There is not the slightest doubt but that there is a vast deal of gossan that will pay well working, as from the manner of conducting the mine under the former company, viz., by setting the tribute pitches too low—only the richest ground was worked; therefore, much that would have returned tin remains to be worked to advantage, independently of such new discoveries as we may make.

COED MAWR POOL.—The lead shipped by the *Ware*, and sold last week, assayed 79 per cent., and produced 107 16s. per ton. The lead continues to improve as we go down; the next sale thereof I hope will realise 117 per ton. The crushing mills are complete, so that I hope to reduce the cost of raising, dressing, and washing the lead ready for market to 3*l.* 10s., or perhaps to 3*l.* per ton. All our water-wheels are in perfect order, and every necessary outlay for buildings, offices, &c., has been made. Immediately we get rain, I shall drive the remaining 24 fms. of cross-cut from No. 2 shaft, to intersect the lode, and as the lode is opened from No. 1 shaft, and have hitherto fully realised the reports of myself and others, with the exception of No. 2 lode, which we have further developed. There is no hesitation in stating it to be my opinion that we shall see the return increased to 50 tons of ore monthly. I intend shortly to sink the shaft 10 fms. deeper, so as to open ground sufficient to raise 100 tons monthly.

CRADDOCK MOOR.—During the last two months our proceedings have been confined to the sinking and rising in order to make a shaft of the winze on Vivian's lode. Our progress has been slow, on account of the hardness of the ground; it will take several months to accomplish this object. We have likewise continued six men driving the 20 fm. level on the cross-course to cut Gilpin's lode, which we are expecting to do every day. When we have cut this lode, we can put the men to sink Gilpin's shaft, which we have not been able to proceed with during the winter; the ground is much softer on that lode than in any other part of the mine, and we hope to sink rapidly.

CREETOWN.—Our ends are looking better, and the backs over No. 3 are looking well for ore, one of them yielding 14 ton per fathom. No. 1 on No. 4 lode is looking kindly, spots of copper and lead—I am expecting a greater improvement every day. There is now more copper come into the backs, with a fine gossan and native copper, very rich indeed. I do believe this lode will make a body of ore in depth.

CUBERT.—The lode in both ends in the 45 fm. level is looking exceedingly well; the ground also is of the most favourable description both for mineral and dispatch. The lode in the end driving west will at present produce 14 tons of lead per fm., and there is every prospect of its still improving as driving proceeds westward. The end driving east is also very promising, and productive of tin lead, although not so rich as the one driving west—this level is now driving on a south branch only, the lode having divided itself going east from the engine shaft, but in all probability will unite again at some fms. to the east, when a great improvement is anticipated. The lode in the winze sinking under the 35 fm. level is very much improved in value, and is now set to sink on tribute at 50s. per ton, and, from present appearances, the men will earn good wages at that tribute. The lode in the 35 fm. level east is still of a promising character, producing some good stones of lead, and from the favourable indications we hope to see a great deal of good work, and a good saving of tin. The lode in the 25 fm. level east is also very much improved in value, and is yielding at present from 15 cwt. to a ton of lead per fm.; a kindly quartz, and other very promising substances have superseded the gossan, and the present appearance of the driving is altogether of the most encouraging nature. The tribute pitches are generally looking well, and are likely to produce parcels of ore, equal if not beyond our expectation.

CUMDYLL ROCK AND GREEN LAKE.—The additional miners were put to work this week, and are increasing our stock of ore on hand considerably. The levels continue to yield ore of an excellent per centage, evidently improving the further we drive. The best we find to be of fine quality for smelting, and a great saving in fuel.

CYFANNEDD FAWR.—We continue on the driving of the adit, but have nothing to notice in the ground since my last report.

DEVON AND COURTENAY CONSOLS.—The lode in the 70 fathom level west is very much improved since my last report; we are raising some very good stones of ore, and from appearances I think we shall not be long before we have a good bunch of ore. The stopes in the bottom of the 60 fm. level is also very much improved; it will turn out at least 34 tons of ore per fathom. The lode at Rundle's shaft is looking very promising; we have driven about 2 fms. on the lode, which is composed of muddle, spar, and occasional spots of ore. The lode in Carther's shaft is poor at present.

DOLFRWYNOG.—At Williams's engine-shaft we have discontinued the sinking and have two gangs of men driving an adit from the river side, which will come in at a depth of 12 fathoms 1 foot 6 inches—magnetic point of our driving 205 north. In Ewning level we have six miners opening on the north side of the quartz lode, and have been obliged to make a cross through the lode to the north, having met a cross-course which have the lode 2 ft. north: the quartz holds stronger in the bottom than in any other part, and as the clay has made its way into the roof of our driving, should it continue until the end of the month, I would recommend you to sink a few fathoms, as I expect we shall find the lode more settled, and the quartz more valuable.

EAST BLACK CRAIG.—We have driven north about 6 feet into a hard country rock, and have now put the men to drive east on the vein, which is 5 to 6 ft. wide.

EAST BORINGDON.—Annie's shaft is down 61 fms. below the 28 fathom level; the 28 fm. level, going east, is much the same as last reported; going west we are still ventilating open ore ground. In the 20 fathom level, going west, we are sinking a winze to lay the 28 fm. level. We shall have the winze down by the time the level gets under it, when we shall be enabled to set a pitch in the 28 fm. level west; in sinking this winze we have a good ore lode. We shall delay no time in driving the 28 fm. level west to hole to the adit level, now driving at Boringdon Park, which I calculate to complete in about two months. I expect to sample a parcel of about 10 tons of ore next week, when we shall commence dressing for another sampling.

EAST CROWDALE.—I am sorry to say there is no improvement. I have put four men to drive north to cut the north lode, and if we do not meet with something there, it will then be a question with the adventurers how far we shall drive west on what is called the main lode.

EAST WHEEL GEORGE.—The lode in the pitch in the back of the 12 fm. level is yielding fair work. All other operations are confined to the new works during the past week. I have let a bargain to bring the lobby home to drive for 4*l.*, and 5 fms. to drive at 1*l.* per fm. The wheel-pit is let to 12 men, started 12 feet deep, at 3s. 6d. per fm. Several men have been engaged in repairing the lead and head ware beyond the shaft, and also opening the new lead.

EAST WHEEL RUSSELL.—We expect to make all things ready to resume sinking on Monday next, as I see nothing to prevent us at present. I have set the shaftmen to sink 15 fms. certain, or through the gossan, for 12*l.*; if through the gossan before the 15 fms. is expended, they are to have 8*l.* 10s. per fathom. We shall commence driving east at the same time towards the cross-course. The tunnel end is looking just the same as in my last report, very promising—we are never without ore. I have set to the men as much as they can drive for the month out, at 4*l.* 4s. per fathom—I think it the best plan to get on with the work.

ESGAIR LEE.—Our setting was on Saturday last, when we set the engine shaft to sink below the 10, by 9 men, 4 fms. stent, or the month, at 11*l.* 10s. per fm. The 10, east of cross-cut, on the middle lode, to carry it 7 ft. high and 5 ft. wide; ditto by six men, 8 fms. stent, or the month, at 3*l.* 15s. per fm. The lode is 3 ft. wide, composed principally of slate, muddle, and quartz, but poor for lead. The deep adit, on the caunter lode, east of Jones's winze, to carry it 7 ft. high and 5 ft. wide, by two men, 5 fms. stent, or the month, at 3*l.* 5s. per fm.; the lode is from 4 to 5 ft. wide, and spotted with ore, but not sufficient to set a value on. To rise and stoop in back of deep adit 10 fms. behind the end, to carry all the ore part of the lode, to stoop according to the agent's directions, and to pay for tanning the stuff, at 1*l.* 6s. per fm.; the lode is of very promising character, being from 5 to 6 ft. wide, with a good mixture of ore throughout. The 12 fm. level, on the caunter lode, east of Jones's winze, by four men, for the month, at 2*l.* 10s. per fm.; the lode is near 3 ft. wide, with a promising appearance, being composed of first quality gossan, slate, muddle, and quartz, spotted with lead; and I think from the general appearance of the lode in the deep adit, 12 fms. below and 30 fms. beyond, is soon likely to improve. On account of the great drought, we are nearly at a stand still below the deep adit, for want of water to work the machinery, and shall not be able to drive either of the 10 fms. levels, previous to a change in the weather, which at present there is not the least appearance of.

GARREG.—There is no alteration in either of the ends since my last. The winze north of the engine-shaft, sinking below the 12 fm. level, is communicated with the 20 fathom level; a pitch will be set on Saturday (this day) on each side of this winze at a moderate tribute.

GEORGIA CONSOLS.—There has been a further improvement in these mines during the last 10 days. The lode in the flat-rod shaft is better than it has been for the last 20 fms. sinking, and there are good lodes in the bottom levels. The lode in the engine shaft is also improved. At the east flat-rod shaft, in the bottom levels, are two very good lodes, average produce 13s. 6d. per barrow. The flat-rod from the stamps are working beautifully.

GONAMENA.—In the 104 fm. level, on Gilpin's lode, we have driven east 6 fms.; the lode is 12 in. wide, composed of peach and spar, with spots of ore; driving west in this level the lode is small and poor. The 80 cross-cut is driven north to within 18 fathoms of the engine-shaft; driving east in this level, on Gilpin's, the lode produces 1 ton of ore per fm.; we have set a pitch in the back of this level at 9s. in 1*l.* The 70 east, on Gilpin's, produces 1 ton of ore per fm.; we have set a pitch in the back of this level at 6s. 9d. in 1*l.*; the end driving west in this level is suspended. We hope to sell 40 to 50 tons of ore by next meeting.

GREAT POLGOOTH.—The 96 fm. level, east on St. Martin's lode, north of the elvan, continues good, and is worth 5 cwt. of tin per 100 sacks; we are now also driving west at this point on the same lode, which is worth 6 cwt. of tin per 100 sacks. The middle lode in this level, east of Williams's, driving west, is worth 10 cwt. of tin per 100 sacks; the middle lode in the same level, driving east from Taylor's, is large, producing some good stones of tin, and is a very promising appearance. The lode reported in our last cut, in the 84 cross-cut north, produces rich stones of tin, and is quite as good as where it was cut in the 96, but there is every reason to believe that the main part of it is yet further north, we are still driving in that direction, and have only seen it for the width of the end. The 20 fathom level, at Bawden's, is worth 3 cwt. of tin per 100 sacks. The lode in the 10 fm. level is worth 20 cwt. of tin per 100 sacks. We have set a new pitch in this level to four men at 5s. 11d. in 1*l.* The seven pitches in the bottom levels are yielding tin worth 8 cwt. per 100 sacks. The general tribute department is nearly completed, but I have been obliged to remove the carpenters to put on the roof of engine-house, putting up shears, &c., before we can begin to put in any part of the engine in the house, which I shall have all complete next week. I fear the vessel has not yet arrived at Talmouth, which is certainly very vexatious. I can now see there will be a considerable delay.

GREAT WHEEL BADDERN.—In the 50, east from Buckley's, the lode is 2 ft. wide, good work for lead. The 40, east from Burgan's, is looking well, lode 2 ft. wide, good work for lead. The lode in the 30 east is 6 in. wide, producing good stones of lead; the 30 west, on new lode, is poor at present. The lode in the 10, west of Burgan's, on the new lode, is 1½ ft. wide, turning out good work for lead. The tin lode at Kenworthy's is much the same. The lode in the new shaft, on the hill, is 5 ft. wide, composed of gossan, tin, &c. The lode in the 17 west is 5 ft. wide, producing average work for tin. I never saw the stopes and pitches looking better. We sampled, on Saturday last, 59 tons of lead ore of good quality.

HENNOCK.—We have had the water out for a few days, and have been working in the 40 fm. level, but to-day (April 27) the water is rising again on the engine, and without more rain we shall not be able to do anything more there before the steam engine is put to work. The engine-house is up and covered in, and we are now ready for the engineers. We are not working on the lode or any of the operations underground, therefore cannot report any change in any part of the mine. Our grinder is nearly completed, but I have been obliged to remove the carpenters to put on the roof of engine-house, putting up shears, &c., before we can begin to put in any part of the engine in the house, which I shall have all complete next week. I fear the vessel has not yet arrived at Talmouth, which is certainly very vexatious. I can now see there will be a considerable delay.

HERODSFOT.—The only alteration of importance that has taken place since my last report is in the 106 fm. level, where the lode has just been intersected, and I am glad to say it has a very kindly appearance, and is worth at present 5 cwt. of ore per fm., and with the same kind of spar, &c., as we had in the upper levels, when the lode was so much more productive, and there is little doubt but that this level will be shortly of great assistance to us. There is a winze sinking from the 94, which will be communicated in the course of another month; this winze is east on the lode, but we have just cut into it, and find it to be large and ore. There is no chance to notice in any other part of the mine, the stopes being worth, generally, the same quantity of ore as before, and the dressing proceeding satisfactorily. We shall have at least the same quantity of ore by the usual time to sample as we had last month, notwithstanding the stamps are nearly idle for want of water.

HINGSTON DOWN CONSOLS.—The lode in Doidge's winze, sinking below the 55 fm. level, still holds good, as also the 55 east of said winze; in the 55, west of Victor's winze, the lode is large but poor. The winze sinking below the 45 produces a little saving work. The stopes in the back of the 35 continue to yield as usual. We intend sampling 60 tons of good quality copper ore on Friday.

KESWICK.—At Brandy, the lode in the 20 fathom level north is worth 15 cwt. of ore per fm. The salt sump stone, 12 cwt.; Kelley's rise, 10 cwt.; Burn's stone, 12 cwt.; the 30 fm. level north, 15 cwt.; No. 1 stone, 10 cwt.; the 30 fm. level south, 12 cwt.; the lode in the salt sump shaft, 25 cwt.; Graham's stone, 25 cwt.; Coulson's stone, 20 cwt.; and the tribute pitch, 10 cwt. of ore per fathom.

KIRKCUDBRIGHTSHIRE.—The lode in the 85, west of Stewart's, has not improved; the 86, west of Gilpin's, is large, and very kindly; in the rise over the east end we have a good branch of ore. There is a kindly lode in the rise over the 74 west, which is spotted with ore. The lode in the 62 west is much the same—a good stone of ore occasionally. We hope to ship off another cargo of lead ore next week.

LYDFORD CONSOLS.—We have not done anything in the bottom or 70 fm. level since last report. The stopes in the back of the 60 fm. level, south of engine-shaft, continue to turn out some good stones of lead ore; the lode in the 60 fm. level north is composed principally of flookan. The stopes in the back of the 50 fm. level north are not so good as last reported; the cross-cut in this level south is in hard ground, and presents a much better appearance. We are getting through the heap of rubbish in the 24 north as fast as possible, and shall, when completed, begin to raise a little lead from the back thereof. We are clearing the drivings as fast as practicable.

MERILEY.—The following report was read to the meeting, on the 21st inst. A lode appeared in last week's Journal:—"At the engine-shaft, which is not more than 4 fms. below the 35 fm. level, the lode is 14 ft. wide; in the last 2 fms. sinking the lode has much improved in appearance, now producing some good lead, with indications of further improvement. We have commenced driving the 36 fm. level east and west: the lode in the west end is about 1 ft. wide, producing stones of lead; the lode in the east end is about 14 ft. wide, producing lead, and improving daily; this end has to be driven upwards of 50 fms. to the eastern boundary, in doing which, no doubt, much lead will be discovered, there being good lead in the bottom of the level above for the entire distance. The lode in the 25 west for some time has been unproductive, but now presents a much better appearance, and is producing a small quantity of lead; this end will soon reach the junction of the old lode, and get below the workings down near the old shaft, and where, no doubt, we shall get some good ore ground. In this level, driving on a north and south lode; there is a small branch of lead, with a very promising lode. In the 16 fm. level, for two months past, we have been driving only on the north and south lode, which is producing a out half a ton of lead per fm.; this is a very strong lode, and will, no doubt, produce an increased quantity of lead at a deeper level; we have just commenced driving south on it, and it is full 4 ft. wide, producing some good lead. Nothing has been seen of the east and west lode beyond this point, being dislocated and hove by the north and south one, in consequence of which, in driving north, no doubt it will soon be discovered, in driving south there being every appearance of a throw on that side. Other north and south lodes are yet to be discovered in driving west, which will enhance the value of the mine. On the whole, I consider our prospects are better now than they have been for some time past. We shall have prepared for the next sale (on the 13th May) 100 tons of lead ore, on which day also we shall receive for the 90 tons sold on the 8th inst.

—April 28.—There is no alteration worth reporting, excepting the lode in the engine-shaft, which is improving; but our sinking is slow.

MOLLAND.—We have done nothing to the shaft since last report, but have fixed the lift to the 42, and got everything in course for sinking, but I am sorry to say, owing to the dry season, we have not sufficient water on the wheel to keep the mine in fork; consequently, our shaftmen can do nothing in the shaft, and I am afraid, will not be able for some time. The 42 east is improved for driving, with good stones of ore; the 42 west contains some stones of ore, and the walls of the lode are very regular; the ground in the 42 cross-cut north is a beautiful light grey licks, and easy for driving. The lode in the 30 east is large, with good stones of ore, and likely to improve; the winze is hard and the lode poor. The 30 west has now begun to produce a leader of ore, about 12 inches wide, where we have before had scarcely any, and there is more water proceeding from the end, which is rather a favourable indication.

MOUNT TIACK (TIN AND COPPER).—The mine is now (April 27) looking excellent, and we are keeping the stamps constantly going. There is a wonderful course of tin, and the engine the company has purchased will put us down about 40 fms. lower; but at 10 fms. lower we shall bring the two great champion lodes together (one 3 ft. and the other 4 ft. wide). There is a gulph of tin in bottom, which we shall get at directly we have pumped the water out; but the weather being fine, I am glad to say the water has gone down 5 to 6 ft., and we find the work is much richer. We shall soon be ready to go to the smelting-house with our next batch. The mine is spoken of very highly down here, and I recommend more power to be put on immediately.

1. The first step is to identify the problem or question that needs to be answered. This involves understanding the context and the specific requirements of the task.

April 25.—The amount of work done from the commencement is as follows:—Adits bored and driven, 260 fms.; cased at the surface, 90 fms.; sunk two air shafts in the adits and the engine shaft, 25 fms.; cut a pit in the adit level; opened 250 fms. of water course; erected a 30 ft. wheel by 7½ ft. breast, with its connections, which will be ready to begin to operate in a single day. The engine shaft, 25 fms. long, and the air shaft, and every necessary appendage, including a horse wheel, and also cut through the wood 300 fms. of cart road for the purpose of bringing in the wheel, &c., &c. I am happy to inform you that our wheel was put to work this day, and that it works very well indeed. We are now in a position to discharge the greater part of the surface pumps and mechanics, and confine our operations solely to sinking the engine shaft, which is thought desirable to sink a winze in the bottom of the deep adit on a shoot where which appears to be gone down there; if this measure be adopted, it would incur a cost of \$60. per month over and above the cost consequent upon the sinking of the

ROYAL SANTIAGO MINING COMPANY.—[Received April 26.]

The Copiapo Mining Company have received favourable advices from the mines to the 25th Feb. last. The produce of copper ore for January was 45 tons, which quantity is likely to be exceeded in future, from the general prospects at the different mines. A want of native labourers naturally impedes the progress that otherwise would be making. Checo and La Comania are looking kindly, and when the latter has been wrought at a deeper level there seems every probability of its turning out a profitable mine. At La Oina, the lode continues to improve; the bunch of ore is 4 ft. wide, yielding 10 per cent. for copper. The winze having been communicated, they are making a quantity of good ore, and are about to commence another winze below, from whence they calculate on breaking some superior class ore; should the lode hold in size (6 ft.) and equally good down 20 fms., a vast quantity of ore will be raised from it. The prospects are exceedingly promising at San Augustin—in fact, they never looked better. In the winze from the 12, the lode maintains its size, with scarcely any underlie. In the 12 fm. level east, the lode for 1 ft. wide is of average ley. The stopes are turning out well. The monthly yield is estimated at 20 tons of ore, averaging 22 per cent. San Carlos looks fair to produce the same quantity monthly; at present they have only one English miners there. The silver mines generally may be stated on the improving order. At Fin Hallada is looking remarkably well. In the bottom level winze they have a large lode, composed of quartz, thickly interspersed with native silver, seemingly from the top of a good and rich bunch of ore; and is precisely of the same kindly character. In the 20, the lode for 2 ft. wide is good ore, and the winze sinking therefrom is yielding some of excellent alloy. The 15 is turning out ore of average ley. To the north, in the level towards Salvadorada, the lode is 1 foot wide, producing fine stones of ruby and tumorial silver ore, above 20 fms. from boundary line. They have commenced sinking a new shaft close to the boundary, to take the lode at 40 fathoms deep, where Salvadorada made her vast deposit. This job will take five months, and when complete will greatly facilitate the workings and enable them to increase their returns; but as these ores will not amalgamate with quicksilver, they will be transmitted to England in the rough state. The value of the ore now taking out of the Salvadorada is 500*l.* per ton. The ground in the cross-cut at San Jose and Carmen is hard. A bunch of ore is expected at Mercedesitas, in the bottom of the 25. Carmen Alto is idle for want of labourers. At Santa Ana they are sinking below the 20; northward they have a lode 1 foot wide, producing ore of a low ley; in the winze under, towards the south, the lode is 8 in. wide, producing occasional stones of ruby and arsenical silver ore. Colorado Mine is sinking below the 20, in order to reach the level where Salvadorada made ore in recent strata, which they expect to find at double their present depth. The aspects at Margarita are cheering; operations at present are in an infant state, being only 4 varas deep, with numerous veins parallel and oblique, producing silver ore visible to the naked eye; the lode is 6 in. wide, worth from 10 to 400 marcos per cajon. In sinking, the lode widens and becomes richer, rich, with its locality only 6 leagues from the city, is favourable to the ore progress in this spot, especially as Ladallios 30 years ago was very rich. The Mineral of Sacramento, only three or four leagues from Hornito, the company are now possessed of one quarter part of the property, which is producing a fair quantity of ore, and the vein likely to improve in depth. At present the workings are only 10 fms. below surface, lode from 1 to 2 ft. wide, and near paying cost. English miners are in request at this place. The *Therine Jenkins*, with 488 tons copper ore, sailed from Copiapo on the 19th inst., and a remittance of 688 marcos (1400*l.*) of bar silver has been received by the company by the present steamer.

extraordinary drought which has so long prevailed throughout the island has been most severely felt in Wales, where the mines are chiefly worked by horse-power. Underground operations have, in some of the most important of these mines, been altogether suspended since early in February, now nearly six months. The lead sales last week at Holywell and Aberywylth, from different mines, formed a total of only 633 tons, being chiefly stored or surplus. As the natural consequence of this restricted supply, the market looking up. Rain, however, may now be daily expected, and activity will all probably be shortly resumed. Among the mines that have suffered most severely from the drought may be instanced the Lisburne, Dyfnwys, Llynthlyth, Goginan, Cwmystwith, and Coal Mawr Pool. The latter mine (Coal Mawr Pool) is only recently opened, and its prospects are said to be very encouraging: it has just sent a second shipment to market, the assay of which reaches 79 per cent. The report from the captain, which will be found by the usual head, states that advantage had been taken of the temporary cessation of the lower underground works, by the want of rain, to complete crushing mills, repair the reservoir, and get all ready for active and energetic operations in the shafts and levels. He had no hesitation in stating his conviction that the return will soon be at least 50 tons monthly, and that No. 1 shaft being sunk 10 fms. deeper, sufficient ground will be opened to run 100 tons monthly. He moreover adds that the cost of raising the mine

and washing the ore ready for the market would, now all the works are complete, be reduced to 31. 10s. per ton, or probably to 31. per ton; and as the quality continued to improve as they descended, he expected the price obtained at the next sale would not be less than 111. per ton. The success of the Coal Mawr Pool has led to the formation of another company, under the name of the Willoughby, for the more extended working of the adjoining ground, which contains the lodes in continuance, besides other promising lodes. Many tons of lead are known to have been raised on this ground by hand work alone, by a numerous and scattered body of miners. All these petty holdings have been consolidated, and an extended lease has been obtained from the lord of the manor, with the view to enlarged operations, by the aid of machinery, for the working of which there is ample water power at all seasons.

Current Prices of Metals, Stocks, & Shares.

METAL MARKET, London, April 30, 1852.

ENGLISH IRON.		per Ton		ENGLISH COPPER.		per Ton	
Bar and bolts	44	15	0	0	0	0	0
In Wales	4	7	6	4	10	0	0
In Liverpool	4	15	0	4	17	6	0
In Staffordshire	4	15	0	4	17	6	0
Sheets, single	7	3	6	7	10	0	0
Double	8	12	6	8	10	0	0
Hoop	6	12	6	6	17	6	0
Nailrod, round	5	15	0	5	15	0	0
Square	5	15	0	5	15	0	0
Rails (Wales)	5	0	5	5	0	5	0
(Staffordshire)	5	0	5	5	0	5	0
Fig. No. 1, Clyde	1	16	0	1	16	0	0
2-5th No. 1, 2-5th No. 3	1	16	0	1	16	0	0
No. 1, in Wales	2	15	0	2	15	0	0
Stirling's Patent Glasgow	2	15	0	2	15	0	0
Toughened Pig's	3	10	0	3	10	0	0
FOREIGN IRON.				FOREIGN COPPER.			
Swedish	0	0	11	5	0	0	11
Russian	0	0	11	5	0	0	11
Indian Charcoal Pigs	0	0	11	5	0	0	11
London	0	0	11	5	0	0	11
FOREIGN STEEL.				FOREIGN TIN.			
Swedish	15	0	0	15	0	0	0
On the spot	14	5	0	14	5	0	0
To arrive	14	5	0	14	5	0	0
SING.				QUICKSILVER.			
In sheets sheet	20	0	0	20	0	0	0

Terms.—a, 2½ per cent. dis.; b, 2 ditto; c, net; d, 1½ per cent. dis.; e, 2 ditto; f, 1½. Delivered in Liverpool 10s. per ton less.—† Dis. for cash in 14 days, 10 per cent.

The METAL MARKET has shown symptoms of considerable improvement in price since last week, and a large bulk of metal has been transacted in iron, copper, and tin, at advancing rates.

IRON.—Wales continues firm at 41. 7s. 6d. per ton, free on board in Wales. RAISED.—Large orders are in the market; offers of 41. 17s. 6d., free on board in Wales, have been refused, and the price may be quoted firm at 51. 5s. per ton, with an upward tendency; from the extensive inquiries made for this description of iron, a great improvement is anticipated by the trade.

IRON.—A slight advance in prices may be quoted; there are rather more buyers than last week at a shade better; we quote No. 1 at 35s. 6d. f.o.b. in Glasgow, net cash. STRAITS.—None to be had at the standard price. Offers of 21. per ton above the last selling price have been refused—an advance is expected.

LEAD continues very firm, and in good request. TIN.—British is 31. per ton better. E. I. is advancing. 100 tons Straits sold at 81s. 6d., and a quantity of Banca at 83s. 6d. per cwt.

TIN-PLATES sell largely, but prices continue unaltered.

NEW YORK, APRIL 17.—Sales of Scotch pig-iron are made at \$20 50c., to \$20 75c. six months, for Garaberie, and \$21 for Colness; 400 tons English bars sold at \$34 50c. on the usual credit, and 100 tons Swedes on private terms. New sheathing copper is in steady demand at 34½c., and Yellow Metal at 18c.; belt copper brings 24c.

MINES.—The market for British dividend mines, and those of real progressive character, has during the week been buoyant, and considerable business done. Devon Great Consols at 300 per share; East Pool, 90; East Wheal Rose, 325; West Caradon, 120; South Tolgus, 155 to 160; Merilyn, 6½ to 7½; Alfred Consols have been freely dealt in—closing price, 17½ to 18; West Alfred, 31 to 32; West Ding Dong, 6; South Tamar, 4½; Cupid shares have advanced from 9½ to 13 and 14, and a continued disposition evinced to do business in them. Clives have advanced from 3½ to 5, and shares therein changed hands to a vast extent; large quantities were taken out of the market for investment, warranted by the productiveness of the lode, and quantity of lead ore raised in so short a period; Tincroft, 11 to 12, with a tendency to advance; Kilbricken has been in considerable request, at 4½ to 5; Trebarhag, 6½ to 7; Wheal Arthur, 13 to 14; Wood Mine, 1½; Orsedd, 2½ to 3.

In the Metal Market, there has been a general improvement in price during the week.—Copper is in such demand, that orders have been refused at 21. per ton advance.—British Tin is risen 3s. per ton, and East India is moving up—a quantity of Banca realising 83s. 6d. per cwt., and 100 tons of Straits have been sold at 81s. 6d. An extensive business has been transacted in Tin Plates, though at an increase in price; the demand, however, is such that no improvement is expected.

In the Bullion Market.—Mexican and South American dollars, buyers at 4s. 10½d. per oz. Bar silver containing gold, all gold above 5 grains in the pound to be paid for, 5s. 0½d. per oz. standard. Bar silver without gold, 4s. 11½d. per oz. standard. Bar gold, 77s. 9d. per oz. standard. Platina, about 16s. per oz. Quicksilver in bond, 3s. per lb.

DIVIDENDS DECLARED IN APRIL.

Mines.	Per Share.	Amount.
Wheal Bassett	£5 0 0	£3840 0 0
Liburne Mine	15 0 0	1500 0 0
West Caradon	4 0 0	1024 0 0
North Pool	5 0 0	1000 0 0
Merilyn	0 4 0	1000 0 0
Wheal Seton	4 0 0	792 0 0
South Wheal Tolgus	3 0 0	768 0 0
Bedford United	0 2 6	500 0 0
St. Aubyn and Grylls	0 7 6	384 0 0
Total		£10,808 0 0

The sale of copper ore at Thursday's Ticketing was 2526 tons, amounting to 11,748l. 9s., the average produce and standard being 6½, 116l. 4s. The corresponding sale last month was 2895 tons, produce 7½, 112l. 16s., being about the same rate.

The Foxdale (Isle of Man) lead ore (100 tons) sold at 11½. 6d. per ton: the same quantity from Laxey Mines realised 19½. 13s. 6d. per ton. Drake Walls sold the second moiety of the parcel of tin to Enthoven and Co., weighing 10 tons 2 cwt. 2 qrs. 4 lbs., at 51½. 12s. 6d. per ton.

From Coal Mawr Pool, the lead, per Ware, assayed 79 per cent., and realised 107. 6s. per ton; the next sale is expected to bring 117. per ton, as the quality improves the deeper they go. The agent intends sinking the shaft 10 fathoms as quickly as possible, and considerably increase the sale of produce.

At Charlestown Mine, they were ready to dispose of 6 tons of tin yesterday; and in a week the new stamps, with 18 heads, will be set to work. Operations generally are proceeding favourably, and prospects very good.

At Great Wheal Baddern Mine, they sampled, on Saturday last, 59 tons of lead ore of good quality. The stopes and pitches never looked better.

At Tincroft Mine, the monthly sampling of copper ore for sale, on Thursday next, is 618 tons, estimated to realise 3250l. The levels generally are turning out vast quantities of ore, both copper and tin, as will be seen by the report among the British Mines.

At North Pool meeting, on Tuesday, the accounts for January and February showed—Balance from last account, 87. 1s.; ores sold (less dues), 3828l. 5s. 11d.—3836l. 6s. 11d.—Costs and merchants' bills, 2497l. 5s. 5d.; dividend of 5½. per share, 1000l.; leaving a balance in favour of adventurers, 339l. 1s. 6d.

At West Caradon bi-monthly meeting, on the 22d April, the accounts showed—Balance of last account, 1897l. 8s.; copper ore sold, after paying dues, 4922l. 6s.; received for materials, 129l. 17s. 5d.—6849l. 11s. 5d. Agency and account-house expenses, 85l. 10s. 3d.; engineers, smiths, and carpenters' work, 169l. 9s. 11d.; tribute on ore, 1120l. 7s. 8d.; tutwork, 613l. 11s.; charges on ore, 588l. 10s. 4d.; sundries, 57l. 8s. 11d.; merchant's bills, 711l. 17s. 8d.; leaves balance in hand amounting to 2977l. 5s. A dividend of 4½. per share was declared, leaving balance to next account of 1953l. 5s., the profit on the two months being 1079l. 17s.

At Bedford United Mines meeting, on Tuesday, the accounts showed—Balance last account, 964l. 6s. 7d.; received for carriage of ore to end of December, 121l. 17s. 3d.; received for copper ore sold in Jan. and Feb., 1661l. 19s. 11d.—2746l. 3s. 9d.—Paid Jan. cost, 559l. 4s. 6d.; ditto Feb., 543l. 1s. 2d.; one quarter's salary secretary, rent, printing, &c., 35l. 17s. 5d.; dividends paid, 559l. 17s.; leaving balance to next account, 1070l. 3s. 8d.

A dividend of 2s. 6d. per share was declared. The 115 east is worth 6 tons of copper ore per fm.; west of Andrew's winze the lode is worth from 2 to 3 tons per fm.—a fine strong masterly lode, likely to become more productive in depth. The 103 is turning out 4 tons of copper ore per fm., and lode increasing in size. A rise and sink are approaching each other from the 80 to the 90; the lode when last taken down was worth 4 tons of copper ore per fm., and when the communication is effected will lay open a large extent of tribute ground. The tribute department enables them to promise a return of 160 tons per month.

At Devon Consols North Mine meeting, yesterday, the accounts showed—Balance last account, 1645l. 8s. 2d.—Costs for Feb., 43l. 10s.; March, 34l. 12s. 9d.; secretary and office rent, 12l. 12s.; sundries, 5l. 11s. 6d.; leaving balance to next account, 1549l. 1s. 11s. The committee reported that the lode in the adit level had become more settled—the clay-slate being more compact, warranting the expectation of a course of ore in depth. The engine-shaft is now sinking by nine men, at 6l. per fm., expecting to intersect the lode in the 30 or 35. The committee have, at the recommendation of Messrs. Hockin and Loam, engineers, purchased the engine, pumps, and materials, at the East Sharp Tor Mine, which will be removed, and erected under their superintendence.

At Esclair Llee Mine meeting, on the 23d April, the purser's account was audited and found correct, showing a balance in favour of the mine of 638l. 6s. Mr. James Stride and Mr. Betts were appointed trustees of the assignment of Stedfa Garreg from Mr. Thomas; and Messrs. Stride, Betts, and Thomas, for West Esclair Llee. Capt. Barbary was appointed agent at 8l. 8s. per month, and instructed to proceed with the sinking of the engine-shaft and other necessary work; and Mr. C. Warton to sell the forfeited shares.

At an adjourned special general meeting of shareholders in Praed Consols, on Thursday, the accounts showed—Calls received, 226l. 0s. 2d.; cash for ore sold, 10l. 4s. 6d.—236l. 4s. 8d.—Payments, 250l. 2s. 1d.; leaving a balance due to secretary, 13l. 17s. 5d.—Liabilities, including merchants' and other bills, 144l. 1s. 10½d.—Balance of calls to receive, 337l. 3s. 10d.; leaving a balance in favour of mine, 193l. 2s. 0½d. Mr. George Edward Fenton was appointed secretary in the room of his father, who has resigned.

At East Ganniss Lake Junction Mine meeting, on Tuesday, the accounts showed—Balance from last account, 253l. 3s. 2d.; calls received, 492l. 5s. = 745l. 8s. 2d.—Cost for Jan., 146l. 3s. 10d.; Feb., 155l. 12s. 5d.; one year's rent to Duchy of Cornwall, due at Lady Day, 60l.; one quarter's salary to secretary, office expenses, printing, stationery, &c., 17l. 12s. 10d.; leaving balance in favour to next account, 365l. 19s. 1d.; to which add calls due, 94l. = 459l. 19s. 1d. assets, against March and April cost-sheets, 320l.; dues owing, 7l. 9s. 5d.; leaving balance of assets, 132l. 9s. 8d. It was resolved to hold a special general meeting on Monday, the 10th inst., for the purpose of declaring absolutely forfeited such of the 175 shares as shall then not have paid the calls due on them. The engine-shaft on the north is down 12 fms. below the 24 fm. level—ground easier, lode yielding some good saving work. The south lode in the 28 west is large and highly promising, laying open tribute ground; the eastern end is yielding good stones of ore: 20 tons of ore are broken, and they expect to have 30 tons by sampling day.

At Gonnaga Mine meeting, on the 22d April, the accounts for Jan. and February showed—By call, 256l.; copper ore sold, 280l. 15s. 5d. = 536. 15s. 5d.—Balance from last account, 170l. 3s. 7d.; labour cost, &c., 168l. 7s. 7d.; materials, 58l. 18s. 11d.; lord's dues, 17l. 8s. 4d.; leaving balance in favour of adventurers, 121l. 17s.

At Trevelyan Mine meeting, on the 23d inst., the accounts showed—Balance last account, 555l. 9s. 5d.—February labour cost, 177l. 18s. 8d.; leaving balance in favour of adventurers to next account, 377l. 10s. 9d.—The liabilities are: March cost, 149l. 5s. 2d.; steam stamps, due 22d June, 382l. 10s.; merchants' bills unpaid, Dec., Jan., and Feb., 230l. 1s. 10d. = 761l. 17s.; showing a deficiency of 384l. 6s. 3d. In the winze from the 18 to the 28 fm. level, the end is driving east on Flinche's lode. The winze from adit is expected to hole shortly to the 18 fm. level, which will give good ventilation throughout the mine, and enable them to put several tributers to work. The stamps were put to work on Saturday, and a good parcel of tin will shortly be ready for sale. A very favourable opinion is entertained of this mine, and we think ere long we shall have the pleasure of adding it to our dividend paying list.

At Anna Maria Consols meeting, on the 17th of April, the accounts showed—By calls, 358l. 8s.—To four months cost to end of December, 44l. 14s. 3d.; surface damage, 20l.; stationary, 1l. 7s. 5d.; leaves balance to next account, 292l. 16s. 4d. A call of 2s. 6d. per share was made. Mr. T. Fuller was appointed secretary at 2l. 2s. per month; and Capt. R. Dunstan, the managing agent, at 2l. 2s. per month—he was empowered to negotiate for a suitable engine.

At Bryn-Arian Mine meeting, on Monday, the accounts showed—Balance last account, 218l. 10s. 10d.; silver-lead ore sold, 224l. 11s. 10d. = 443l. 2s. 8d.—Jan. cost, 210l. 0s. 10d.; Feb. ditto, 194l. 19s. 5d.; royalty, 19l. 4s. 8d.; petty cash, 1l. 2s. 6d.; leaving a balance to next account of 17l. 15s. 3d. A call of 5s. per share was made. The stopes in the back of the 20 fm. level, on the north part of the lode is yielding from 10 to 12 cwt. of ore per fm. They have 10 fms. of ore ground standing in the back, and a good lode gone down in the bottom. Preparations are making for sinking the engine-shaft 15 fms. deeper.

The two-monthly meeting of adventurers in Wheal Crebor was held yesterday, when the accounts showed—Receipts: Calls, 5919l.; copper ore, 462l. 4s. 5d.; loan, 150l.; carriage, 17l. 3s. 6d.; discounts and sundry receipts, 34l. 17s. 1d. = 6583l. 5s.—Expenditure: Working costs, 4535l. 9s. 9d.; steam-engine, 929l.; purchase of the sets and materials, 431l. 16s. 6d.; office expenses, 206l.; legal expenses, 64l. 3s. 9d.; preliminary ditto, 77l. 13s. 11s.; sundry other payments, 124l. 4s. 9d.; leaving balance, 214l. 16s. 4d.: 42 tons of good copper ore were sampled this week, and Capt. Richards reports that two-monthly samplings can take place for the next four months, after which he has no doubt that they can take place every month. The balance of assets over liabilities was 2200l. 10s. 10d.; and a call of 5s. per share was made, which, it is hoped, will be the last which will be required. Very favourable reports from Mr. Arthur Dean, Capt. James Richards, and Capt. Doble were read, some of which we hope to give next week. The recent discoveries are represented as very valuable, and others equally so are daily looked for.

At Craddock Moor Mine meeting, on the 22d April, the accounts for Jan. and Feb. showed—Balance last account, 33l. 4s. 2d.; by call, 211l. = 244l. 4s. 2d.—Labour cost, &c., 104l. 19s. 10d.; materials, 32l. 10s. 1d.; leaving balance in favour of adventurers, 106l. 14s. 3s. A call of 10s. per share was made.

At Tokenbury Consols meeting, on Thursday, a call of 10s. per share was made. It was agreed to draw the water from the south part of the mine, and drive the 65 fm. level about 30 fms. west, to intersect Bath's cross-course, where ore is likely to be met with. A cross-cut can then be extended on this cross-course to intersect various fine lodes, 65 fms. deeper than they have yet been seen, including that cut some time since in the adit, and supposed to be the same now productive in the eastern part of South Caradon. An additional sett has lately been added to Tokenbury, which is now called Tokenbury Consols. The shares have been increased from 120 to 1000, and it is hoped the present endeavour to explore the lodes in the granite under the great gossans will be more successful than the former workings in the mixed granite and killas strata. The lodes are the same as those of West and South Caradon.

Wheal Edward adjourned meeting was held yesterday, at the offices of Mr. Thomas Fuller, Threadneedle-street (Sir George E. Hodgkinson, in the chair). The meeting had been regularly convened by notice, for the purpose of considering and deciding upon certain tenders to be submitted for the purchase and erection of a steam-engine, and other business; five tenders were produced, varying from 820l. to 875l. Mr. Thomas Fuller suggested that the reading over the whole of such tenders would occupy considerable time, and render some discussion necessary, before any conclusion could be arrived at as to which tender would best suit the requirements of the mine; he would, therefore, propose that from henceforth there be a London committee of five appointed, as the greater part of the shareholders were resident around, and but few in the vicinity of Bath; and the subject of the tenders and future management be entrusted to such committee; the bi-monthly meetings being also held in London, would be more satisfactory to the larger body of shareholders. After some discussion, it was proposed by Mr. J. Enser, seconded by Mr. Birdsey, and resolved, that Sir G. E. Hodgkinson, T. Field, T. E. Stubbs, T. E. Snook, and B. Hallet, jun., form a committee of management, and that they be invested with full power to inquire into and determine all matters relative to the mines generally, and more particularly as regards machinery, the appointment of officers, and London management. The financial statement showed a balance in hand of 97l. 14s. 5d. The gentlemen forming the committee hold a very large interest in the concern: all present expressed full confidence in their ability to decide on the matters entrusted to them, and concluded by a vote of thanks to the chairman for his conduct in the chair.

At the Leeds Town Mining Company's general meeting, on Monday, the several rules and regulations were read and discussed, and being finally adopted were entered upon the cost-book, the shareholders present duly signing them. The concern will now be worked with spirit, and from the influential character of the parties interested, we hope at an early period to announce a favourable result.

At Melin Llyn Pair Mine general meeting, at the Raven Inn, Aberdovey, on the 14th April (David Davies, Esq., in the chair), the accounts showed a small balance against the mine. A call of 10s. per share was made, payable before the 15th May. In consequence of Capt. John Jenkins having refused to carry on the mine agreeably to the resolutions of the last meeting, and preventing the men to sink the engine-shaft according to the directions of the committee, he was to be discharged at the end of April, and to deliver all books, papers, stores, &c., belonging to the mine to the committee on the 30th April. Mr. Aaron Ede was appointed resident agent of the mine, and the committee of management re-elected, with the addition of Capt. J. Jenkins. The committee and Capt. Aaron Ede were appointed to meet at the mine on Friday, the last day of April, for the purpose of setting bargains for the month of May. David Davies, Esq., was requested to apply for a lease of the mine, which had been promised.

At West United Hills meeting, on April 16, the resignation by Mr. Tilly of the purshership, and of Mr. Nicholson, as secretary, was accepted, and Mr. James Nicholson appointed the purser, at 3l. 3s. per month. The resignation of Mr. Hannabald Orchard's shares were accepted, and 160 bought for the company, on Oct. 30 last, and transferred to the purser as trustee, to be disposed of as may be deemed advisable. A call of 10s. per share was made, and the meeting adjourned until Monday last, when the accounts submitted showed—Cash at the bankers, 61l. 0s. 8d.; balance due from a defaulter (whose shares have been sold), and believed to be recoverable, 60l.; amount due upon call (713l. 15s., less bad and doubtful, 191l. 10s.) 522l. 5s.—643l. 5s. 8d.—Costs for March, 75l. 19s. 9d.; merchants' bills, 547l. 8s. 3d.; leaving balance to next account, 20l. 2s. 8d. Mr. George Lucas's resignation of his shares was accepted, provided he pays the call within a week. Judgment having been obtained in the Stannary Court for sale of several defaulters' shares, and the produce thereof not having realised sufficient to cover arrears and costs, the purser was directed to follow up proceedings against such of the defaulters as may be able to pay, for recovery of the balances due from them respectively. The committee are empowered to increase the number of shares, from 1105 to 8815, if they think proper.

At West Ding Dong Mine half-yearly meeting, on the 16th April, the accounts showed—Balance last account, 271l. 15s. 3d.; labour cost for six months, ending Feb., 942l. 0s. 10d.; merchants' bills, 329l. 10s. 3d.; lord's dues on tin (1-20th), 50l. 2s. 10d.—1593l. 9s. 2d.—Arrears of calls received, 326l. 9s.; tin sold to Messrs. Boliho and Sons, 18 tons 16 cwt. 1 qr. 17 lbs., at from 52l. to 54l. 15s. per ton, 1002l. 16s.; leaving balance against adventurers, 264l. 4s. 2d. A call was made rateably on the adventurers to discharge the same. In consequence of an insufficiency of top water to work the wheel, the agent recommends that a 24-in. cylinder steam-pumping engine be immediately erected. A resolution was passed ordering tenders for the same to be forthwith made, to pay for which a call of 1l. per share was made. The purser's salary was increased to 5l. 6s. per month, Capt. Trezize's salary to 6l. 6s. per month, and Mr. George Eustice appointed engineer, at 1l. 1s. per month. Surface and working plans were ordered to be made and copies lodged in London, and reports forwarded every alternate Monday. The engine-shaft is down 10 fms. below the 17 fm. level; this level has been driven north-east on a course of tin worth from 10l. to 12l. per fm. The end having reached Trezize's lode disordered it at the junction. A communication has been made between the 7 and 17 fm. levels; both level and winze are in a course of ore worth 8l. to 9l. per fm., and can be stopped for 4l. 10s. A winze is sinking below the 17, on the course of a lode worth from 10l. to 12l. per fm. At flat-rod shaft, on Trezize's lode, the 9 fm. level has been extended on a lode worth from 12l. to 15l. per fm., and in a winze under equally good. On Richards's lode, in the 9 fathom level north, the lode is worth from 15l. to 18l. per fm. The bulk of the tin sold was raised by tutworkmen: 56 persons are employed underground, and 17 at surface, where they have tinstuff accumulated estimated to be worth 300l.

North Crenver Mines have made a call of 2l. per share.

South Tresavean Mine made a call of 5s. per share on Monday.

At the half-yearly meeting of the Anglesea Coal Company, on Thursday, at the office, King's Arms-yard (Sir John Owen, Bart., M.P., in the chair), the report of the committee of management stated that a new pit on the company's coal property, at Berw, near Bangor, had been sunk to the depth of 97 yards; that the first seam of good household coal would be reached in July next, and the remaining seams—viz., 4, 6, and 7 ft.—would be opened, and in full work by the end of the year. The report adverted to two branch lines, one from Bangor to Carnarvon, which would connect the colliery with such points on the Chester and Holyhead Railway as would facilitate and cheapen the transit of the coal to good local markets, and to the ports of Carnarvon and Holyhead, and by the latter to the City of Dublin. The report was unanimously adopted, and a quarterly dividend, at the rate of 10 per cent. per annum (similar in amount to that of the preceding quarter), having been declared, the meeting separated.

At the meeting of the Wicklow Copper Mining Company, on Monday, the directors will submit a proposition for the purchase of the lands of Ballymurtagh from Mr. Kyan, also his interest in the stock of the Hibernian Mining Company. Now, as we are informed a prior claim to that of Mr. Kyan exists, and one which has been found, by searching the documentary offices in Dublin, to be good and valid, would it not be advisable, previous to entertaining the proposition at a meeting, for the directors to ascertain from whom the purchase is to be made? The question has been put very clearly before us, and we think, on inquiry, no doubt will be found to exist—at least, the directors should be careful in not unnecessarily involving the company in law.

At North Tamar Consols yesterday (Friday), they cut the lode in the shaft, which shows a great improvement. The lode is 4 feet wide, about 1 foot good work, rich, and the greater part of the remainder saving work. An assay has been made of the ore, and the produce is more than 15 for lead, and 109 ozs. of silver per ton.

At Wheal Franco, an important discovery has been made; the 32 has been extended through the large cross-course, and has intersected a beautiful killas, with a large stream of water issuing from it.

The Chyprase Mine (St. Enoder) is now under the management of Capt. John Webb, of St. Austell. They have forked the water by means of flat rods to the 26 fm. level into old workings. Some tribute pitches are working in the 16; and next week they expect to set some in the level under. All hands are busily employed about the new wheel and stamps, hoping to get it to work upon the tinstuff now at the surface in about a fortnight hence.

At Bicton Consols Mine, the balance in hand, beyond liabilities, is stated to be about 3000l. The shaft is down 24 fms. below adit; it lies to the north of Trelawny Mine, and has an excellent engine upon it of 50-inch cylinder. A wheel of 40 ft. diameter and 2½ ft. breast is erecting for the purpose of drawing. The 14 fathom level (which is 70 from surface) has been extended in a fine course of lead ore for 12 fathoms long, worth from 15l. to 20l. per ton.

At Boringdon Park Mine, a very valuable discovery has been made. In the adit level a caunter lode has been intersected, from 4 to 5 ft. wide, all good saving work for silver-lead ore, and is considered the best discovery yet made in this mine. The lode in the 15 fm. level still presents the same extraordinary appearance. The sinking of the shaft by nine men is progressing rapidly. Ten tons of rich silver-lead ore will be sampled next week. A large quantity of valuable mundic is being broken at this mine, which can be turned to good account.

At East Boringdon, the 28 fathom level west is still laying open ore ground. A winze between the 20 and the 28 has been sunk, in which there is a good ore lode. Ten tons of rich silver-lead ore will be sampled next week, when they will commence dressing for another sampling.

At Holmshush Mine, the north and south cross-cuts from Hitchins's engine-shaft are driving in a favourable light blue killas; eight men are in the north one, in order to expedite the communication to the diagonal shaft with all speed. At Wall's engine-shaft, they are now enabled to send the whim-kibble to the 124. The lode in the 145 is 10 in. wide, producing 1½ ton good quality copper ore per fm. The 122, east of diagonal shaft, 2 tons of ore per fm. The lode in the 132 south is 5 ft. wide, composed of beautiful soft quartz, white prian, and a small portion of blackan, in which is found stones of lead; the remainder of the lode is being extended southward as fast as six men can go, in order to get under the most productive part of the lode in the 120. The flap-jack lode in the 120 is 3 ft. wide, composed of mundic, soft killas, and copper ore, producing 1½ ton per fm.; this end is approaching under where they had the ore in the 100, and at the next setting they purpose offering the back on tribute. The lode in the 100 east is 4 feet wide, yielding 10 tons of copper ore per fm., having been extended on a very productive lode for 20 fms.

At East Russell the sinking of the shaft will be resumed on Monday, and the driving of the 45 fathom level east to meet the tunnel end will be commenced at the same time. The shaft is set to sink 15 fms. for 1977, and if through the gossan before they have completed 15 fms., then the men are to have 8s. 10s. per fm.

The report from Devon Burra states that the ore in the end of the slope from which the large rocks have been raised is now 18 feet high, and between 3 and 4 ft. wide; the lode is increasing in size downwards, and becoming richer. The killas in the shaft, now being sunk on the brake lodes has become so fair as to render it necessary to continue the timbering. The shaft is going down rapidly through the most congenial stratum for copper ever seen in the district—a fine soft white clay-slate. It is considered necessary to put up a crusher, for the purpose of preparing the grey ore now at grass.

At Porellis United Mines, they have cut a rich tin lode in the 24 fm. level, worth 7s. per bushel; imbedded in firm granite, with well-defined walls, and a beautiful flooken on the foot wall. They expect to cut the Horseflesh lode next week.

At Rix Hill Mine, the tribute department looks well, 14 tons of tin nearly ready for sampling, and several new pitches set at moderate tributes.

At Trebell Consols, the steam-engine went to work on Tuesday; it pumps the water, and stamps the stuff with 12 heads.

At Creetown Mine, the backs over No. 3 are looking well for ore, one of them yielding 1½ ton of ore per fm.

At Birch Tor and Vitiifer Mines, they have a good course of tin in the adit, 8, 20, and 30 fm. levels, west of Highburrow shaft, and the north lode driving west yields good work.

At Treleigh Consols, they have commenced to drain the water to the 100 at Christie's, preparatory to driving the ends into North Downs Mine.

At South Tolgus, the ends upon the south lode, in the 54 and 66, are both yielding good stones of ore; Youren's lode, in the 42 west, 1½ ton of copper ore per fm.; the level over, 2 tons; and on the north lode, in the 42 west, about ½ ton per fm.

At Rhoswydol and Bacheiddon Mines, in Prosser's level they have a branch containing spots of ore, and working by five men; in Davies's level the slopes are producing good ore. At Bacheiddon, the ore ground continues in the 5 east, stopping back and bottom. Shaft No. 3 is down 5 fms. below the 5 fm. level, where, by a cross-cut north, the lode has been intersected and found to contain good ore for 4 fms. long, east and west; No. 5 is down 8½ fms., in a good course of ore ground; No. 6 is down 5½ fms., and about 6 fms. extended east and west, through ore ground stopping away in the back; the ground in the 20 south and north is stiff: 13 tons of lead ore were shipped per Dart. About 40 men are driving and stopping ground. For Feb. and March they rose about 25 tons.

At Dyfngwm Mines, in the 42 a new lode has been intersected, containing a rich course of lead ore, and a good string of copper worth saving; in the back west, 6 fms. of rich ore ground has been stopped, producing rich work; east, ground stopping also. The weather has been extremely dry, consequently the wheel has had too short a supply of water to enable her to keep it from below; as soon as it is drawn out they purpose sinking the engine-shaft perpendicular to a 50 fathom level as quick as possible. Between the 22 and 32 fm. levels, 18 fms. of ore ground has been stopped, which continues to improve as it deepens. In the 22 west, the back is stopping; the ore contains a portion of silver, which increases the value. In Bryn Moel level, they are driving out a cross-cut, and have not finished the wheel-pit; the ground is bad, or the large wheel would have been erected. The dam and reservoir will cost about 107½. Seven tons of ore have just been shipped.

At Wheal Friendship, in Devon, the tribute pitches are without material change: 174 tons of copper ore are ready for sampling. The tutwork ends continue poor.

At Merilyn Mine, they expect to sample, on the 13th instant, about 100 tons of lead ore. The engine-shaft is down 4 fms. below the 36 fm. level; the lode is much improved, now producing some good lead, with favourable indications. In the 36, east and west, the lode is from 1 to 1½ ft wide, producing stones of lead.

From the Bwlch Mine, we learn the water is 2 fms. above the 45; but the tributaries, of whom there are 40, are breaking very large quantities of rich ore in different places above the 25. The mine on the surface is full of first-rate ore ready for the crusher, perhaps not less than 10000. worth.

The Kenmare Mining Company, it will be seen, withdrew the parcel of 53 tons of copper ore from the ticketing at Swansea, on Tuesday, in consequence of the assay being only 93 per cent., and being well assured that it contained a considerable portion of silver. The chief part of the said parcel was gleanings from clearing up the old workings. Since the withdrawal the parcel has been sold by private contract, at the advanced price of 100. 3s. per ton, realising 537. 19s. The parties interested are well pleased with this result, for if this almost refuse ore proves of such value, what may they not expect from the produce of the lode when broken down fairly and rendered marketable? About 20 tons, chiefly of grey ore, are now ready.

The Old Delabole Slate Company show a profit of 7½ per cent. on the entire capital, and the present returns are likely to augment it. The greater part of their guaranteed 5 per cent. stock has been taken.

Some Liverpool capitalists are about working a newly-discovered copper mine on the coast of Africa—the value of the ore is said to have been estimated at 300. a ton.

A deputation from London, consisting of 13 gentlemen largely interested in the Clive Mines, started last evening in order to visit the rich courses of lead ore, and generally to inspect the present and real state of the concern. The reports are of such a favourable character, and the shares gone into such influential hands, that a considerable advance will take place, should the deputation, on its return, confirm the prospects to be as stated.

A part of Old Wheal Leisure and Perran St. George conjoined are about being set to work, with good prospects of success. A steam-engine is about being erected.

The Union Tin Mining Company has given orders for the steam-engine, to which a set of stamps will be attached, to crush down the tin ore now breaking.

We have elsewhere given a detailed report of a highly interesting event—the presentation of a service of plate to Mr. Henry Gibson, by his co-proprietors of the Great Welsh Silver-lead Mine.

During the week shares have changed hands in Devon Great Consols, Alfred Consols, Bedford United, Bryntal, Condurrow, East Wheal Rose, East Pool, Lewis, Merilyn, North Bassett, South Caradon, South Tolgus, Tincroft, West Caradon, Tremayne, Cefn Bruno, Cook's Kitchen, Cubert, East Tamar, Gustavus, Hingston Down, Mendip Hills, Mill Pool, Pendarves Consols, South Tamar, Trebarvah, West Alfred Consols, Cljiah and Wentworth, Clive, Great Bryn, St. Agnes Beacon, East Boringdon, East Tolgus, Orsedd, South Wales, Wheal Cupid, Beacon, Forest, Wheal Golden, East Trescoll, East Rashleigh, Hennock, Kilbricken, Cwmdule Rock, Georgia, Prince Albert, Wood Mine, Weston, Harriett, Langford and Baring, Trebell, Eton Mountain, East Alfred Consols, Wheal Fortune (Sticklepith), Treasury, Great Wheal Tonkin, West Polgoth, East Russell, Union Tin, Wheal Catherine, Crebhor, Williams, Boringdon Park, Fanny, Lydford, North Robert, New East Crowndale, West Friendship, Surprise, South Treavean, West Ding Dong, Praed Consols, Melin-lynn, Coad Mawr Pool, Chyprase, &c.

In Foreign Mines, transactions have taken place in Cobre, St. John del Rey, Royal Santiago, &c.

At the adjourned meeting of the Mexican Company, on Thursday, the chairman read the resolution passed on the 22d April, for winding up the affairs of the company, signed by the directors, trustees, and eight of the largest shareholders present, forming a committee for the purpose. Previous to it being confirmed, a gentleman, representing one of the largest shareholders (holding 1000 shares) was anxious to be placed on the committee; but it was the unanimous opinion of those present that it could not be complied with, as the meeting was for a specific purpose, and in forming the committee they had had legal advice, which was in accordance with their deed. However, it was carried that Mr. Overton should act with them, either by signing the document, if legal, or assisting them at their meetings.

At the meeting of the Anglo-Mexican Mint Company, on Tuesday, the election of Mr. William Champion Jones, as director, in place of the late John Schneider, will be submitted for approval: also the re-election of Mr. Edward Hurry proposed.

The Linares Mining Company have received advices from Mr. Henry Thomas to the 17th inst. Lead ore weighed in, 62 tons 13 cwt.: total in stock, 260 tons 16 cwt. Pig-lead smelted, 35 tons: total in stock, 885 tons 15 cwt. The 65, west of San Anton winze, is worth 3½ tons of ore per fm.; the 55, west of Buena Ventura winze, 2 tons; the slopes east, 2 tons

Las Nieves winze is down to the 55, ground hard, lode worth 1½ ton. The 45, east of Shaw's, is worth 3 tons per fm.; the 31 east, 2 tons of ore per fm. The March accounts from the mine show a profit of 6307.

The Royal Santiago Company have received advices to March 10. The water is in fork at Taylor's, and the shaft sinking, with a premium to the men should they by perseverance sink 4 fms. in the month, when they will drive a cross-cut to the lode and raise ore. The winze northward is sinking on the course of a lode 4 feet wide, yielding 5 tons of ore per fm. They have 112 tons at surface, and 7 tons of precipitate, to the end of February. At Discovery shaft the winze is 4 fms. down, yielding an average of 4 tons of ore per fm. [The report will be found among the Foreign Mines.]

The Copiapo Mining Company received favourable advices from the mines up to the 25th of February last, which will be found among the Foreign Mines.

The Worthing Mining Company have received advices to the 1st Dec., and no belief is entertained that the operations of the company will be in any way retarded by a deficiency of labour. Operations were concentrated to develop the lodes at greater depth. The ground in the engine-shaft being easier, a saving of 6s. per fm. in the sinking had been effected, the price being 28s. per fathom. Mr. Alfred Hallett having resumed his position as one of the local committee, Mr. F. J. Beck retired. The shaft is now down 204 fms. deep. The water-shaft cannot be proceeded with without further machinery at present. There had not been much done in the winzes in the bottom of Gully south level; they are down about 4½ fms. each. The whim and underlay shaft at Hodgkinson's were fixed and timbered, but as it was thought advisable to discharge six of the miners, it would remain idle for the present. At Wheal Maria, they had driven 16 fms. on the course of the lode, bearing 39° west of north, which does not correspond with its course as marked on the plan. In 3 or 4 fms. further driving it will intersect Phillips's lode; when intersected at a deeper level, they will know where to drive to find it at once, without any wrong drivings, and it will be necessary to prove this to sink an air shaft on the end now driving. When they cut the lode it was from 6 to 7 ft. wide, in a very unsettled state, in driving on it it had become more concentrated; it averaged 1½ ft. wide, composed of gossan, quartz, and iron.

The transactions in the gold mining shares, both Californian and Australian, have this week been very restricted, and the general appearance of the market that of extreme dullness. Yuba River and New Grenada shares are the only descriptions in this department which have met with the least inquiry. For other shares, last week's prices have generally ruled, though in a few cases the absence of purchasers has led to a slight reduction in value. One or two vessels have come in from the Australian colonies, but no later advices relative to the yield of the gold fields have been received during the week. Monday next has been appointed settling day in the Stock Exchange for the shares of the London and Californian Gold Quartz Crushing Company, which is now placed on the official list. The latest quotations are—Agua Fria, ½ to 1 prem.; Anglo-Californian, ½ to 1 prem.; Australasian, 1 to 1½ prem.; Australian, ½ to 1 prem.; Australian Freehold, ½ to 1 dis.; Ave Maria, ½ to 1 dis.; British Australian Gold, ½ dis. to par; Carsons Creek, par to ½ prem.; Colonial Gold, ½ to 1 prem.; Golden Mountain, ½ dis. to ½ prem.; Lake Bathurst, ½ dis. to par; Nouveau Monde, ½ to 1 prem.; Quartz Rock, ½ dis. to par; West Mariposa, ½ to 1 dis.; Grenada, 5-16 to 7-16 prem.; Melbourne, par to ½ prem.; Austral Consols, par to ½ prem.; Central Australian, 1-16 to ½ prem.; Royal Australian Mining and Refining Company, ½ to 1 prem.; Yuba River, 3-16 to 5-16 prem.; Liberty, par to ½ prem.; Auriferous Ore, ½ dis. to par; Mariquita, 1-16 to 3-16 prem.; English and Australian Copper ruled at ½ dis. to ½ prem.

Another important remittance of Australian gold was received yesterday by the Kate from Sydney: the amount is stated at about 200,000. Other vessels are shortly looked for, with further large supplies of gold.

Late advices from the copper mining region of Lake Superior mention that the prospects of all the leading companies engaged in mineral adventure in that district have so greatly improved, that the yield of the metal this year cannot fail to be greatly in excess of the produce of former periods. The bar silver brought by the last West India packet was sold on Thursday at 4s. 11½d. per oz. standard, being a further decline of ½d.

The preference shares of the Company of Copper Miners in England are now issued and bear a premium, the arrangements with the Bank of England having been effected.

A tolerable amount of business has been done in Irish Channel Submarine Telegraph, at from ½ to ½ prem.

The business in Bank shares has been rather less extensive than usual, owing to holders being disinclined to change their investment. The same circumstance has the effect of strengthening prices; and thus we find that most of the descriptions dealt in have realised enhanced terms, including Australian, British North American, Oriental, and London and Westminster. The dealings in the shares of the banks connected with our Australian colonies have almost ceased, as holders refuse to sell at present quotations, in view of the enlarged and profitable field there thrown open for banking enterprise. The sales recorded during the week include—Australasia (407 paid), 42; British North American (564 paid), 53; London Joint Stock (107 paid), 18½; National of Ireland (227. 10s. paid), 18; South Australian (252. paid), 24½; Union of Australia (21. 10s. paid), 4. The rise in Dock stocks continues. East and West India stock is quoted at the improved value of 15s.; and London stock at 12s. Commercial is worth 90½; St. Katharine, 82; Southampton, 25.

In Steam-boat shares there is some inquiry for Peninsular and Oriental, which are still rising, with transactions marked at 80 ½ and 81; New (15s. paid), 33; Royal Mail Steam shares do not rally, marking 78 7½ and 78 ex div.; General Steam Navigation remains steady at 29 to 30.

The market for Insurance shares the feature is a great rise in Provident Life, which are now worth 40. Equity and Law are also looking up, and all other stocks are firm.

The General Reversionary and Investment Society's shares are quoted 94; Reversionary Interest Society, 104; Equitable Reversionary, 119; London Reversionary, 15. Of Canal shares the quotations are—Ashton and Oldham, 135 140; Coventry, 200; Grand Junction, 48½; ditto, 6 percent. Guaranteed, 11½; Grand Surrey, 32½; Leeds and Liverpool, 450 455; Loughborough, 510; Oxford, 135; Regent's, 16½; Stafford and Worcester, 405; Stourbridge, 280; Regent's shares are rather lower.

Prices of Gas and Coke Companies shares range as follows:—British, 10½; ditto Provincial, 15½; Brighton, 16; City of London, 12½; Equitable, 27; Great Central, 13; Imperial, 65 ex div. and bonus; Independent, 46; Phoenix, 26½; United General, 17½; Westminster Chartered, 39½; ditto, New, 7½. Phoenix stock has risen, but the other prices are much the same as before.

Water-works stock are thus quoted:—East London, 156; Grand Junction, 65½; Kent, 80; Lambeth, 97; New River Company, 60; Southwark and Vauxhall, 19; West Midland, 6½ ex div. East London shares are higher, and Grand Junction and West Midland lower, than last reported.

Miscellaneous shares are—Assam Tea Company, 9; Australian Agricultural, 16½; Australian Trust, 21; Canada Company, 50; Electric Telegraph A shares (204. paid), 19 ex div.; Hudson's Bay Stock, 206; Price's Patent Candle Company, 23½ ex div.; South Australian, 24½. The shares of the Irish Root Sugar Company have been introduced into the list this week, and have been dealt in at 24, or 5s premium.

HULL, THURSDAY.—We learn from our correspondents (Messrs. T. W. Flint and Co.) that about the average amount of business has been transacted in mining shares during the past week. The business done has been chiefly in the mines approaching a dividend-paying state, or which are about paying cost; the high-priced mines, and those recently brought out, not being much dealt in here. West Alfred, Alfred, Tremayne, Wellingtons, Trannacks, Neptunes, Trebarvah, Lewis, Tincroft, and South Tamar, would find buyers and sellers at a moderate difference in price. The market generally has a healthy appearance, with not much inclination to press sales.

The Californian papers just to hand show that the excitement relative to the gold discoveries at Queen Charlotte's Island (of which the first accounts were published some weeks ago) was increasing; and so much interest had been awakened on the subject that an expedition to the new gold region was actually in course of organisation at San Francisco, and a vessel had already been "laid on for passengers to Queen Charlotte's Island mines." Other vessels were expected to follow, although it was thought probable that the marked hostility of the Indians would have the effect of keeping timid people away.

RAILWAY CABLES.—The amount falling due in May is 237,156l.

LEAD ORES.

TICKETINGS FOR ABOUT 100 TONS FOXDALE LEAD ORE.

Douglas, Isle of Man, 24th April.

J. P. Eyton (purchaser)	£11 15 6
Walker, Parker, and Co.	11 14 6
Mather and Co.	11 5 0
Newton, Keates, and Co.	11 8 6
Sims, Williams, Nevill, and Co.	11 6 6
Thomas Somers	10 0 0
Pontifex and Woolf	10 10 0
Locke, Blackett, and Co.	10 10 0
Richardson and Co.	10 17 4
W. J. Cookson and Co.	11 0 0

TICKETINGS FOR ABOUT 100 TONS LAXBY LEAD ORE.

Douglas, Isle of Man, 24th April.

J. P. Eyton (purchaser)	£19 13 6
Walker, Parker, and Co.	19 6 0
Mather and Co.	19 0 0
Newton, Keates, and Co.	19 19 6
Sims, Williams, Nevill, and Co.	19 3 0
T. Somers	18 2 6
Tamar Smelting Company	18 9 0
Pontifex and Woolf	18 10 0
J. H. Meredith, executor of J. T. Treffry	18 15 0
Locke, Blackett, and Co.	19 1 0
W. J. Cookson and Co.	19 10 0
Richardson and Co.	18 15 0

BLACK TIN.

Mine.	Tons.	c.	gr.	lbs.	Price per Ton.	Purchasers.
Mill Pool	3	6	1	8	£50 0 0	Boltho & Sons
Rix Hill	8	0	0	0	47 12 6	Enthoven & Sons
Drake Walls	10	2	4	0	51 12 6	Enthoven & Sons
ditto	10	2	4	0	51 12 6	Union Company

33.11.13

COPPER ORES.

Sampled April 7, and Sold at Swansea, April 27.

Mines.	Tons.	Prod.	Price.	Mines.	Tons.	Prod.	Price.
Cobre	86	17½	£14 19 0	Berehaven	115	10½	£9 3 0
ditto	85	17½	15 0 0	ditto	104	10½	9 4 6
ditto	73	18½	15 4 6	ditto	82	10½	9 3 0
ditto	48	18½	15 10 0	Cuba	103	17½	14 10 0
ditto	30	24½	20 1 6	ditto	67	23½	19 18 6
ditto	15	80	68 0 0	ditto	32	23½	19 14 0
ditto	89	17½	15 2 6	Baltimore		Withdrawn	
ditto	68	23½	19 18 6	ditto		ditto	
ditto	67	24½	20 3 6	ditto	13	10½	7 17 6
ditto	62	34½	20 10 0	ditto	11	10½	8 19 0
ditto	38	26½	18 2 6	ditto	9	35	31 12 6
ditto	57	23½	20 2 6	ditto	1	34½	47 0 0
ditto	36	18½	15 7 6	Kenmare		Withdrawn	
ditto	69	15½	13 13 6	Waterloo Slag	29	5	3 16 0
ditto	68	15½	13 16 0	ditto	7	5	3 16 0
ditto	48	15½	13 14 6	ditto		Withdrawn	
ditto	8	70	60 0 0	Cronebane	2	38½	33 10 0
Berehaven	131	10½	9 2 0	Tigrony	2	38½	33 10 0
ditto	119	10½	9 2 0				

TOTAL PRODUCE.

Cobre	967	17½	£17,133 5 6	Waterloo Slag	36		£136 16 0
Berehaven	541		4,943 4 6	Cronebane	2		67 0 0
Cuba	224		3,881 17 6	Tigrony	2		67 0 0
Baltimore	34		532 9 0				

COMPANIES BY WHOM THE ORES WERE PURCHASED.

	Tons.	Amount.
English Copper Company	233	£2,501 18 3
Freeman and Company	186	1,680 2 0
Grenfell and Sons	203	3,619 2 3
Sims, Williams, and Company	238	4,867 5 9
Vivian and Sons	149	2,085 4 0
Williams, Foster, and Company	425½	6,517 1 3
Mines Royal Company	118½	1,232 4 3
English and Australian Company	85	1,275 0 0
British and Foreign Company	7½	150 11 3
Mason and Elkington	14½	262 16 3
Low's Patent Company	147½	3,610 7 3
Total	1806	£26,761 12 6

Copper Ores for Sale May 11.—Cobre, 80, 65, 61, 60, 50, 6, 101, 70, 57—Cuba, 115, 101, 72, 12, 6—Knockmahon, 71, 64—Berehaven, 122—Ballymurtagh, 60, 59—Gyfron, 31, 18 Lackamore, 19.—Total, 1303 tons (21-cwts.).

AVERAGES.

	Produce.	Price.	Standard.
British	10 9-16	£8 19 6	£106 0 6
Foreign	20½	17 11 6	95 19 0
Sale	17½	£14 16 0	£97 18 0
Totals—British 581; Foreign, 1225 = 1806 tons (21-cwts.)			

AVERAGES OF LAST SALE.

	Produce.	Price.	Standard.
British	8	£6 12 0	£109 4 6
Foreign	18½	15 14 0	98 0 6
Sale	16½	£13 16 0	£99 3 6
Totals—British, 237; Foreign, 895 = 1132 tons (21 cwts.)			

COPPER ORES.

Sampled April 14, and Sold at Andrew's Hotel, Redruth, April 29.

Mines.	Tons.	Price.	Mines.	Tons.	Price.
United Mines	.... 122	£5 10 0	South Caradon	27	£4 7 0
ditto	102	4 1 0	Far Consols	.... 82	5 8 0
ditto	84	5 1 0	ditto	72	5 16 0
ditto	83	3 10 0	ditto	67	4 18 0
ditto	66	4 1 0	South Tolgus	.... 103	4 13 6
ditto	62	1 14 0	ditto	60	4 8 6
ditto	60	6 12 0	ditto	40	13 5 0
ditto	57	5 10 0	ditto	.... 9	3 6 0
ditto	51	5 12 0	Wheal Comfort	.... 69	2 5 0
ditto	49	3 11 6	ditto	58	2 5 0
ditto	41	5 3 6	ditto	57	3 10 0
ditto	35	3 10 0	Creaghwa	.... 67	4 14 6
ditto	30	2 19 0	ditto	64	3 6 0
ditto	20	6 17 0	Treleigh Consols	.... 47	4 19 0
Tresavean	.... 88	3 1 6	ditto	20	2 5 0
ditto	69	2 19 0	ditto	8	11 17 0
ditto	58	2 14 6	Wheal Busy	.... 38	2 13 0
ditto	44	4 6 6	ditto	25	2 17 6
ditto	38	2 19 0	West Damsel	.... 50	4 1 0
ditto	25	3 2 0	North Downs	.... 30	3 19 0
North Barrier	.... 43	1 19 0	Wh. Grenville	.... 30	7 11 6
South Caradon	.... 67	7 9 0	South Crinnis	.... 19	5 5 0
ditto	65	9 5 6	West Trethellan	.... 19	2 1 0
ditto	64	7 9 0	Wheal Brewer	.... 14	3 16 6
ditto	38	6 16 0			

NOTICES TO CORRESPONDENTS.

THE COAST-DOCK SYSTEM.—We have received several letters in reference to the trial, Northey v. Johnson. As the subject is of some interest, we shall refer to them more particularly in our next.

SOUTHERN AND WESTERN MINING COMPANY OF IRELAND.—A Royal Charter of Incorporation, under the above name, was obtained a few years since for working mines in the counties of Cork, Waterford, Limerick, and Kerry. Only one mine, however, was worked under the Charter—viz., Gurtavallig—and that but for a short time, in consequence of a majority of the shareholders refusing to pay calls. Those shares were then forfeited, and the directors were offered \$5000. for them, which was refused, but which sum would have proved the mine. Latterly the lease of Gurtavallig has been evicted, and the chartered company exists without any mines.

SOUTH PLAIN WOOD MINE.—We understand no transfers in these shares have lately taken place—being mostly in private hands. The captain's report says the mine never looked so well as at present. Any further information can be obtained of James Nicholson, Esq., 90, New Bond Street.

Reaching us so late, we were unable to afford space for the letters from Mr. Christopher Richardson, respecting the winding-up of the Anglo-Mexican Mining Association.

ANGLO-CALIFORNIA GOLD MINING COMPANY.—We have made inquiry as to the supposed delay of the directors in not being speedier in issuing the share certificates; it has likewise been intimated that these have been held back in order to enhance the value of their own in the market. Owing to the facilities which have been courteously afforded us, we are enabled to state the fact that, considering the large interest the directors have in the association, they have fewer shares available than any other shareholder. With regard to the dilatoriness of the issue, it may be remembered that when the deed was signed, and the shares first sent out, they were in fifties, twenties, tens, and fives—this was objected to by several parties as being too large; and it was likewise observed, that should the scrip reach the value it was anticipated by those embarked in the undertaking, it would be inconvenient either to break into them or raise money on them without parting with a larger number than would be agreeable, probably, to either buyer or seller. To facilitate business, it was then proposed that single shares should be issued, and for this a particular paper was required: it was six weeks before this could be obtained from the mill, and 20 lithographic stones were at work in order to expedite matters. The number of shares is 100,000: when we consider that all these have first to be filled in with the holder's name, designation, and residence, then to be signed by two directors, countersigned by the secretary, stamped, and then entered in the books of the company, common sense tells us that this naturally must be a work of time, and would require that the directors and their whole staff should be solely employed on this, to the exclusion of more important business. In every instance where the demand has been of importance and a pressing nature, the shares have been made out, at great inconvenience, and instantly delivered. In some instances where they have not reached the country, it has been caused by the neglect of their own London agent. An instance can be cited of shares being delivered to order on the 12th April, and complaints of the date of the 21st, demanding why they were not forthcoming. We are further enabled to state, the remainder will be issued as speedily as circumstances and time will allow.

WHEAT GREENVILLE.—M. complains that he has been unable to receive replies to several communications addressed to parties concerned in this company. He wishes to know what is doing or contemplated—the carrying on or abandoning operations at the mine?

J. G. W. (Aberystwyth) should apply to Lord Willoughby d'Eresby, 149, Piccadilly, London, or Gwydyr, Carnarvonshire, respecting the patent compressing machine.

DUNCRUE MINE.—Inquirer is informed that this mine has not yet been brought out in shares, but it is in contemplation to do so under the auspices of Mr. John Cash, late of Jermyn-street, and, with Gurtavallig Mine, will be consolidated under a company, in 50,000 shares. In our Share List Duncrue stands in 5120 shares, with 27. paid—last price, 5s. Now this, we are informed, is incorrect, and we must again beg of our correspondents to furnish us with correct lists of prices, with the number of shares each mine is divided into, or the blame must rest upon those who deserve it.

A Subscriber (Tavistock) should address the Devon and Cornwall Miners' Company; no doubt there he would obtain a satisfactory explanation.

LAMHEROOR WHEAT MARIA.—If L. W. M. is an adventurer, we are desirous to enquire whether any questions on the condition or prospects of this mine, addressed to the secretary or to Mr. Murray, have ever remained unanswered?

A Subscriber (Manchester).—The regulation of the standard depends entirely on the price which fine copper bears in the market, rising and falling in the same proportion. Supposing the produce of a parcel of ore to be 10, and the price at which it was sold to the smelter to be 8s. 18s., the standard of that parcel will be thus obtained:—10 tons of the ore will be required to yield 1 ton of fine copper—therefore, 8s. 18s. $\times 10 = 89s.$ will be the value of the ore containing a ton of metal. The returning charge of 2s. 15s. must then be deducted, which, in like manner, multiplied by 10, gives 27s. 10s.; this added to the former, makes 116s. 10s., being the standard of that parcel. Low produce ore naturally brings a higher standard. The returning charges do not materially differ in the several localities.

Sis.—In justice to others, the name of the "broker" referred to by E. G. (Stourbridge) in last week's Journal, ought to be given, or a clue to his whereabouts, who enunciates so preposterous a doctrine as that "the only way to make money in a mine was by starting a thing." Doubtless E. G. rejected the advice, or it would have remained in oblivion.—A BOKER: London, April 26.

Wheat Samson was erroneously quoted at 14 in last week's Journal. We are assured that no sales have been made under the previous price—4s. per share.

E. J. W. (City).—The gold formation is fully explained in Mr. E. Hopkins's "Connexion of Geology with Terrestrial Magnetism." Professor Ansted has also written a work on the subject; and several pamphlets have been published by E. J. W. Wilson, Royal Exchange.

Errata.—In our last Journal, page 194, in Mr. T. I. Hill's letter on "The Copper Trade," third line, for "sulphate of copper," read "sulphur copper." Delete period at the end of 17th line.

••• We must impress upon our correspondents, the necessity of invariably furnishing us with their names and addresses—not that their communications should, consequently, be noticed, but as an earnest to us of their good faith.

••• It is particularly requested that all communications may be addressed—
TO THE EDITOR,
Mining Journal Office,
26, FLEET-STREET, LONDON.

And Post-office orders made payable to Wm. Salmon Mansell, acting for the proprietors

THE MINING JOURNAL

Railway and Commercial Gazette.

LONDON, MAY 1, 1852.

The MINING JOURNAL is published at about Eleven o'clock on Saturday morning at the office, 26, Fleet-street, and can be obtained, before Twelve, of all news agents at the Royal Exchange, and other parts of London.

It has been often stated that we are eminently a practical people, and that every design which emanates from an Englishman is not to be regarded so much for its beauty as its utility. Within the last few years we have heard an immense deal of talk about the necessity for the education of our workmen and mechanics; and the means proposed has been the establishment of schools, and opening exhibitions, where a display of so-called high art and meretricious ornamentation has been considered to constitute the end and aim of the promoters. We are far from endeavouring to decry such exhibitions; we consider they are eminently useful, and tend, in a great measure, to educate the masses; but what we object to is, that questions of utility are neglected, in order to give place to *bijouterie* and glittering gewgaws, to please the fairer portion of the creation. Among the alarming catastrophes which are daily occurring, there are scarcely any fraught with such danger to human life as "accidents on railways;" while the desire to promote the safety or comfort of the passengers who are compelled to travel on these lines, now that monopoly has prevented everything else from competing with them, is scarcely or ever thought of by the gentlemen who mismanage affairs in the board-room. In our Journal of last week, a communication from Mr. BATHURST POOLE appeared, on the economy of the railway system; and we must draw attention to a paper by Capt. MARK HUISE on railway accidents, inserted in this Number. When two such eminent men express so decidedly their opinions, it is time that a better system should be adopted.

It would have been much more praiseworthy had the Society of Arts, instead of misapplying their funds to the reproduction of imitations of mediæval works and patterns of lace and figured silks, considered that some premiums should be offered for designs of real utility, and that it would not have remained for a transatlantic institution to perform that which should have long since originated with them. The New York Institute has offered premiums to the amount of \$3000, thus subdivided:—\$1500 for the best invention for preventing loss of life from collisions, and from the breaking of axles and wheels; \$800 for the best method of excluding dust from cars when in motion; \$400 for the best railroad brake; \$300 for the best sleeping or night seat for railroad cars. The premiums to be open to the next annual fair of the American Institute, where they are to be on exhibition; no invention already introduced to be allowed to compete for the prizes, and those inventions to be such as can be adopted and put in general use, the inventors in all cases retaining their rights to the patents.

The Americans, in their usual "go-ahead" style, have already taken the initiative; and though we must concede to them the honour of being first in the field, it is not too late to follow such an example. Even with the trifling premium offered, it would be an encouragement to many a honest and industrious mechanic to exert himself to invent something which would conduce to the comfort and safety of so large a class of people as

the travelling community. Government might offer such a reward, without coming to Parliament, as it would not make dividends a farthing less if divided among the several boards; and we have, we think, clearly shown that if the Society of Arts are not too proud to emulate a good example, they will be carrying out the spirit and intentions for which they were embodied.

The immense discoveries of gold in California and Australia, which naturally has excited so much attention in all quarters, have caused the production of several pamphlets bearing on this all-important question, three of which are now before us—viz.: "A Letter to THOMAS BARRING, Esq., on the Effects of the Californian and Australian Gold Discoveries," by FREDERICK SCHEER; "Australia and her Treasures," by "Nugget;" and "Correspondence with Lord JOHN RUSSELL and Earl DERBY relative to the Gold in Australia, the Currency of the Realm, and the National Defences," by FRED. SAMSON THOMAS. The gist of this last gentleman's observations are to impress on the Ministers the importance of taking possession of the whole of the auriferous deposits in Australia for national purposes, and the safety of the colony itself. The money so obtained to be laid out in the defences of the country, which appear to consist principally of floating batteries, protected by cork breakwaters. If the suggestions thrown out by him be rejected, he predicts the ruinous exhibition of continuously floating currency, an increase in the price of all necessary commodities, and a general national prostration; whilst if his plans be fully and efficiently carried out, we shall be mistress of the world; and pertinently tells the Government if they do not take possession of the gold for the Crown, some other power will. We are rather disinclined to agree with Mr. SAMSON THOMAS on all his premises, convinced as we are by experience that all national enterprises undertaken by Governments have been composed of jobs and failures; and that it is better to leave the working of the gold veins to the speculation of well-organised companies and spirited individuals. "Australia and her Treasures" contains some interesting facts with regard to emigration, and some accounts of the gold explorations—the principal particulars of which have already appeared in our columns, and advocates the view which we have always taken—that being under the *Ægis* of British law, the prosecution for wealth is much more secure, and the protection to life and property much greater than in California. The letter of Mr. SCHEER has the same tendency as our opinions have always expressed—that with an increasing circulating medium, no depreciation of the currency is to be apprehended; inasmuch with more wealth greater employment will be given to all classes, and a corresponding amount of benefit will be equally diffused, which cannot fail to be a source of good to both high and low. Experience has shown that, notwithstanding the immense amount of gold already imported into the United Kingdom, together with the glowing accounts, which all agree are tolerably correct, but little effect has taken place in the prices of either the luxuries or necessities of life. What the results may be yet remain to be proved. Speculation or prophecy on this subject are idle.

An interesting paper, "On Improvements in Treating Copper Ores, in the Separation of Silver and Copper, and the Recovery of Sulphur from Alkali Waste," by our esteemed correspondent, Mr. W. LONGMAID, was read before the Society of Arts on Thursday. The author stated that, in the last paper submitted by him, on the subject of his patented processes for treating ores, minerals, and the manufacture of alkali and chlorine, the circumstances had been briefly described which led to the discovery that when common salt and minerals containing silver, copper, iron, and sulphur are mixed together, and exposed to the combined action of heat and atmospheric air, mutual decomposition ensues, with formation of sulphate of soda and chloride of silver and copper, soluble in the alkaline solution thereof. In this present paper, Mr. LONGMAID proved that every description of ore containing silver and copper might be treated with great advantage by various modifications of these processes, and the silver and copper economically obtained. The waste of sulphur annually destroyed in the copper works of Great Britain, at an enormous cost of labour and coal, was stated to be from 60,000 to 70,000 tons annually. From this, the original idea was to manufacture sulphate and carbonate of soda. Taking the metals as incidental products in the original process, objections had arisen to its application to ores rich in copper. These were now obviated; and the period was confidently looked forward to when it would be applicable to copper ores generally. The chief points adduced by Mr. LONGMAID were, the complete separation of silver and copper, and also lead, when these metals exist in the ore; and the great economy of the process, whereby the sulphur is rendered available for the manufacture of alkali. This patent refers to the application of the process to ores rich in copper and silver; ores containing about 25 per cent. of sulphur, and from 5 to 10 per cent. of copper, are mixed in such proportion that 32 parts of sulphur by weight are added to 100 parts of common salt. The mixture is ground sufficiently fine to pass through a ten-hole sieve, the material is then calcined in a furnace of four or five beds, commencing at that farthest from the fire, and gradually being advanced by stages to a greater heat; the charge is finished at the bed nearest the fire; the calcined mass, which is called sulphate ash, is conveyed to suitable vats, in which the soluble portions are dissolved, and consist of sulphate of soda and chlorides of silver and copper.

In the rude process of smelting copper ores as at present practised, the sulphur of the ore is not only wasted, but a considerable degree of fuel and labour is employed to destroy this valuable product. The great objection which has hitherto retarded the introduction of these processes into the copper smelting-works arose from a variety of causes. It could only be used practically on a large scale; the copper smelters were wedded to a practice by which they had realised such enormous profits, and they regarded with distrust schemes they did not understand, and they had a foolish prejudice against becoming alkali manufacturers: neither could the ordinary copper-works be readily converted into furnaces and apparatus for the patent processes; but the astounding fact that the smelters are destroying property to an extent of 50 per cent. on the value of the ore in their present operations, must sooner or later force these improvements into general use. Mr. LONGMAID then illustrated an operation not included in the patent, which, should any circumstance occur to limit the supply, or materially to enhance the value of sulphur, would be a method of obtaining an unlimited quantity. The facts adduced were of the most practical nature, and we are assured that the most sceptical of the auditors must have been convinced of the practicability of the plain, straightforward, and lucid statement they had the pleasure of hearing.

A letter, which appears in another column, with the signature of Capt. MATTHEW FRANCIS, opens up the question of the difference subsisting between the English and Foreign systems of mining. This is, of course, tantamount to raising the question of the profits to be derived from foreign mines by English companies. Captain FRANCIS's statement embodies a report from a German miner of eminence, in which a district, assumed to contain a quantity of ore worth 225,000*l.*, was to have been worked to that extent with a capital of 135,000*l.*, and a loss of time, in driving adits, equivalent to 12 or 15 years. Capt. FRANCIS does not hesitate to say that he will work the same district with a capital of 50,000*l.*, and will produce results in a few months. This is, of course, on the assumption that the German estimate of the extent of ore ground is correct, as the calculation merely relates to the working of the mines, and not to their quality. It would, however, appear that sufficient ground is opened to show that a large quantity of ore undoubtedly exists, so that it has become a matter of more than mere theory, whether the plan of the English miner can be realised or not?

It is tolerably clear that the result in such a case depends less upon the capital which the adventurers can afford to spend on the undertaking, than on the time within which they can advance the necessary capital: 135,000*l.*, distributed over 13 years, gives 10,333*l.* per annum. In a certain state of development, it may be much easier to advance so much annually than to spend 50,000*l.* in machinery and in wages within the year. In another state of development, the larger sum may be seeking investment, and persons may be glad of an opportunity of placing it where it will obtain a good return.

From the description of the lodes in question, it would appear

that the extent of the lodes in one sett alone is more than three miles. Were ore ground to this extent worked fairly by steam-power, we might assume that six steam-engines, at least, should be erected, and no less than 2000 men should be contemplated to man the various works. Rails would also have to be laid for two English miles at least. Thus the outlay in the first quarter might easily amount to 13,000*l.* or 14,000*l.*, of which two-thirds would return on the first ticketing, being outlay in wages. To meet this outlay, the ore raised ought not to be less than 150 tons per month, where the silver is so rich as to make it worth 25*l.* per ton. But in England, it is well known that this quantity is constantly raised from veins of far smaller dimensions than are here in question. Nor will it be doubted that, if the veins prove ore, the returns on such a scale of working may prove double, or even treble, this estimate.

But whatever their value, the point immediately under consideration is, that on the German plan they would be slowly, and, perhaps, unprofitably worked. The English energetic and rapid method cannot but be most profitable in comparison. It saves interest of money, and by dealing with large quantities of stuff at once, diminishes the ratio of cost of many items in mining. After the first quarter the erection of machinery ceases, and the returns are upon the circulating capital only.

Now, we would ask why should not English capital seek such a field for investment, and provide employment for English skill? It is useless to talk of developing foreign resources. Great Britain is already dependent on foreign mines for a large quantity of ores which are but partially raised at home; such are copper, zinc, gold, manganese, cobalt, and nickel.

In all these metals, therefore, since a great deal must be done by somebody, why should it not be done with English capital by Englishmen? The calculation of economising time is, for English miners, solely a question of capital—that is to say, wages and profits depend upon the due use of time—time, in this case, being literally money. Englishmen can thus effect at present more than the most skilful miners in the richest districts can effect where no capital is to be commanded. Such is, or ought to be, the main feature of a mining enterprise, when brought before the British public.

The discovery of salt in Ireland, which we noticed last week, is likely to prove of greater value than was at first anticipated. We then understood the strata had all the appearance of passing out of the salt series, but they have since sunk 11 ft. 6 in. more in the most solid and pure salt rock that ever was cut, without any appearance of its going out. The formation of the rock has now altered: it lays in large flags of from 1 ft. to 3 ft. thick, with a clean joint or slip between, and blasts up even in the shaft in large blocks of two and three tons. Thus, Ireland bids fair to have the greatest and most extensive salt field ever known. The discovery is within a mile of the port of Carrickfergus, also of the Belfast Railway—Belfast being about eight miles distant. The country is indebted to Mr. Edward Pickering, of Duncrue Works, Carrickfergus, through whose judgment and untiring perseverance this valuable addition to the wealth of the district is owing: adverse opinions having been freely expressed.

"THE CAPTIVE STAG."—It is not our province to note the movements of this description of animal, which is, however, we believe, well known in the parlours of the Stock Exchange. It is seldom the *stag* is captured; still more so that he is "brought to bay," as we have taken him on the present occasion. To render unnecessary any introductory remark, we will at once depict the scene. A company having been formed under the title of the "Glenanlin and Carvillein Mining Company of Ireland," advertised its prospectus in our columns, and applications for shares were received by Messrs. Sutton and Co., members of the Stock Exchange. This is, of course, all right, and no objection could be raised; but, inasmuch that an application had been made for 60 shares, by a Mr. Henry Ward, representing himself as "Editor of the Mining Journal," addressed from No. 14, River-street, Middleton-square; and such letter having been placed in our hands by the directors, it was at once the object to ascertain who was "the Editor," and, having obtained the assistance of one of the "detectives," we proceeded to No. 14. The letter was submitted, and evidence adduced as to the culpability of the party, who was at once given in charge and conveyed to the Guildhall Police Court—where, on the hearing of the case, no denial was made, or, indeed, apology or excuse offered, by Mr. H. F. Wood, who acted on the occasion as the prisoner's solicitor. We believe if this gentleman could have done more for his client than he did, we should have had the benefit, but he, no doubt, considered it more prudent to confine himself to one or two unimportant points—for as such they were treated by the magistrate. The worthy Alderman, in discharging the prisoner, cautioned him from again taking a proceeding of a similar nature, as in case it had been carried one step further, the probability was he would have been transported. We need hardly say our only object was to expose the abuses of the *stag* system, and not to punish one of the thousand. It may be well to observe, by way of caution, that the prisoner gave another name in the police-sheet, and declined furnishing his address.

NETHERLANDS AND HANOVER JUNCTION CANAL.—Among the advertisements in our present Journal is one of an Anglo-Dutch Company, which, if the advantages be what they are represented, and what, upon close examination of the prospectus and map attached to it, they would really appear to be, we should consider it wanting in attention to our readers if we neglected calling their notice to it. In this adventure, it is proposed to complete a line of water communication between the Ems in Hanover and the Zuyder Zee, whereby a dangerous navigation of 250 miles will be reduced in distance to about 52. In addition to the advantages which may fairly be looked to from the traffic, the promoters of the company have purchased a valuable freshhold peat field, of upwards of 11,500 acres, averaging a depth of 20 feet of good fuel peat, through which the canal is to pass. This extent and thickness of material would yield upwards of 100,000,000 of tons of fuel, of which, of course, a ready progressive sale might be relied upon, as it is the only fuel of the country. In addition to this advantage, the soil, which will be laid bare and drained as the peat is cut, will thus be made available for agricultural purposes, so that it is calculated that the property, which costs the company little more than two guineas an acre, will ultimately produce an average return of 56*l.* sterling. If there be any miscalculations in the statements put forth, they are, at all events, made in good faith by the projector; for, as the prospectus guarantees, he waits the complete reimbursements of capital and interest to the shareholders before claiming any advantage for himself.

LATTICE-BEAM VIADUCT ON THE WATERFORD AND KILKENNY RAILWAY.—At the Institution of Civil Engineers, on 20th April, Capt. Moorsom read a paper descriptive of the Lattice-beam Viaduct, to carry the Waterford and Kilkenny Railway across the River Nore, near Thomastown, county Kilkenny. The span of the bridge was extended to 200 feet, chiefly in order to avoid the interference of the inspecting officers of the Board of Works (Ireland), whose proceedings had, in other cases, been so vexatious as to cause great delay in the execution of works; and, in one instance, of a small arch of 12 feet span, crossing a stream, with a bottom of firm limestone rock, they had insisted on the excavation of this rock, to a depth of 6 feet below the bed of the stream, and caused the foundations to be brought up in masonry from that depth. The length of the girder enabled the piers to be constructed on the banks without the aid of coffer-dams. The foundation was strong loam and gravel, for an average of about 10 feet, at which depth the limestone rock was reached. The river was subject to floods, which, rising rapidly, spread across the valley for a breadth of 180 yards, and to a depth of about 16 feet in mid-channel. The progress of the structure was delayed by the financial affairs of the railway company; and on the original contractors resigning the work, it was completed by several others, among whom was Mr. R. Mallet, C.E., whose able assistance in the execution of the work was deservedly eulogised by the author. Details were given of the limestone piers, the materials for which were quarried contiguous to the bridge; as also of the lime, and the modes of working. The timber used for the lattice-beams, or girders, was Memel fir. The whole was worked to templates and gauges, and the beams were constructed with a curve, or "camber," regulated by cleats spiked to the staging on which the beams were built. The intersections of the diagonals were all very accurately fitted, and double spiked; the walling pieces were drawn close by bolts, and the joints made water tight; the diagonal flooring was then bolted and spiked down, and on the trial of the beam, it was found that, on knocking away the cleats, the deflection was about 3 inches, which gradually increased to 5 inches; after passing several trials across, at speeds varying between 20 and 30 miles an hour, the ultimate deflection (without a load), became 5½ in. The maximum load had been 65 tons. The Government Inspector, however, tested it by a train of loaded wagons, extending the entire length of the arch (200 feet), and weighing 146 tons. The result of this was that the beam deflected 2½ inches under the heaviest load, and rose again 1½ inch, thus leaving a permanent deflection, after the trials were concluded, of about 6½ in. The shrinking of the timber, and the regular traffic, produced a further sinking, so that now the entire amount was 7½ in.; but the engineer had calculated and allowed for a subsidence of 9 in. Details were given of the quantities of materials of all kinds used in the bridge, the entire cost of which was about 8100*l.*—that of the timber arch alone was about 15*l.* per foot run, and the cost of the whole mass, taken as a solid, averaged 3s. 3½d. per cubic yard.

GERMAN AND ENGLISH MINING ESTIMATES.

GRAND DUCHY OF BADEN CHARTERED MINES.

The materials furnished by the Baden Mining Association, and which were submitted to me for an opinion regarding the prospects of mining in the Black Forest district of the Grand Duchy of Baden, are the most detailed and scientific that, perhaps, ever proceeded from a mining company. These documents consist in—1. A tabular statement of the locality, length worked in adit levels, and upon veins of no less than 122 mines, all situated in the southern district of the Black Forest, and affording indubitable testimony of the metalliferous nature of the country. No stranger in a residence of many months could possibly have collected from personal observation one-twentieth of the information contained in this table. The nature of the workings in every mine is indicated, the kind of ore, with the average assay of lead, copper, and silver ores, the country enclosing each lode, the run and the dip of the veins, and the kind of buildings, where any exist, are all marked with the greatest precision in this curious table.

2. A set of maps, one coloured geologically, others working maps of mines, beautifully executed, with mathematical exactness, and displaying the minutest changes in the veins. These last contain invariably a plan of the surface, a section of the mine in profile, and a scientifically projected ground plan, showing the run and quality of the vein in all the levels.

3. A general report, drawn up by Mining Inspector Daub, upon the mines of that district, in which he reckons the extent of ground driven upon to amount to 50,230 feet in 286 adit levels, and 122,920 feet, or nearly 23 miles, upon veins. The report mentions also 42 discoveries which had not been worked, or whose length could not be ascertained. M. Daub declares in his report that he had opportunities of examining a great number of the mines named, and that he had, from official records of others, satisfied himself that the report was sufficiently accurate to serve as a guide for miners. The lead lodes are quoted throughout as rich in silver, and the assays range to 70, 100, and even more than 200 ozs. of silver in the ton of ore. On the whole, he strikes an average of 50 ozs. of silver, and 40 per cent. of lead, in the ton of ore; and, assuming only $\frac{1}{2}$ ton of ore per fm., the produce of 100 feet, sinking on all the lodes, he shows would give 1,116,235 cwt. : yielding in lead, 446,988 lb.; silver, 7,125,941 lb. = 1572,929 lb. This report is dated August 6, 1846.

4. A second report, by M. Daub, which is more specific in its description, and in the estimates put forward of the mining prospects of the Black Forest. It commences with the same survey above quoted, but dwells specially upon six sets, or groups, which M. Daub recommended the Mining Association of Baden to work. These sets are described in the following order.

1. *Todnau*.—In former times, extensive mining was carried on here upon more than 20 lodes. The veins of Silberberg, near the village of Todnau, offer the advantage that, four veins, after a length of 2390, 2520, 2500, and 2520 ft. in length, form a junction under the peak of a mountain, 1260 feet high at that point. Other mines are named as worthy of attention within that district, especially the Maus and Stephanie.

2. *Hofgrund*.—Upon six veins in this district mining was carried on to the close of the last century. Two of these, of great length, form a junction in the Erzstetten Mountain, which is 9380 feet above the level of the sea.

3. *Süggerthal*.—In the Todtenberg, four veins form also a junction under the summit of a high hill. No workings have been carried on here for a long time.

4. *Münsterthal*.—There is at present no mining carried on excepting in this district, where 33 veins are known. Of these the Teufelsgrund vein has been opened afresh by the Wilhelm Stollen adit, above which 2250 tons of dressed ore will have to be taken out. The He renwald vein has just been reached by the Leopold adit, but has not yet been proved; the ore contains 80 ozs. of silver to the ton. The Schindler vein is beyond all doubt the most important in the Black Forest, but it has not been explored, the recent workings having been carried on in the upper portions. There is every reason to think that the old miners did not go much below the water level, since the water is very abundant in it. The extensive workings in the upper part, and the richness of the ore (70 to 80 ozs. in the ton of ore), make it exceedingly desirable that it should be sunk upon, for which, however, a considerable capital is necessary. If only 150 feet were thus opened, the length of ore ground being at least 4000 feet, and we do not estimate the yield at more than $\frac{1}{2}$ ton per 100 square feet, the yield would be 8000 tons of ore. The materials before us justify, therefore, an estimate of 21,184 tons of ore from 16 veins only, leaving the Süggerthal set entirely out of the calculation. We may, however, in round numbers, state the probable yield to be 25,000 tons, since many smaller points now not working would then unquestionably also yield ore. Considering that the ores of the Hofgrund set are poorer in silver than the others, the average of the whole may be valued at 9 florins the cwt. (or 157 per ton), which would give 225,000 lb. as the value of the ore over the water level in the silver-lead sets above specified. The estimate of the 145 lodes, known to be courses of ore, is upon this showing not exaggerated at 55,800 tons, worth 1,572,927 lb.

5. The Kinzigthal Mines cannot be brought under so exact an estimate, as the rich silver and cobalt ores which they contain occur more irregularly, and in small deposits; still the former accounts of the "Alt Joseph," "Sophie," "Wenzel," show that these mines yielded, in the course of 15 years, silver and cobalt ores, worth 100,000 lb. The yield of the Anton, in the last 10 years, was equal to 8250 lb. Hence there is reason to expect that, with energetic workings, a considerable mineral treasure would here also be brought to light. To get out this ore it may be advisable to drive deep adits below the present levels, of which the total length would be 45,000 feet (7500 English fathoms), at an outlay of perhaps 50,000 lb. Buildings and other constructions might cost 63,000 lb., and the raising of the ore might be estimated to cost 65,000 lb. more; the capital required to carry on these works, might, therefore, amount to 133,000 lb., with which it would require 12 to 15 years to complete the deep adits specified. This report is dated, Münsterthal, March 31, 1847.

6. A tabular view of the working results of 14 successive years in the Teufelsgrund Mine, in which the tutwork and taking out of ore, the contract prices, yield of rough heaps, and assays of ore, are most minutely stated and averaged. Such a document, it may fairly be supposed, hardly before emanated from any mine; and it conveys information as to the nature of the ground, the worth of the labour, and other local peculiarities, which the most minute inspection would not arrive at. Upon the results shown in this table it was possible to estimate the cost of working, and taking them as they stand in it, without the aid of proper machinery, the rate is unusually low.

With these data before me, bearing internal evidence of correctness, and sanctioned by a high authority like that of M. Daub, it was not difficult to draw up a plan of operations for the new company.

I recommended selecting the courses of ore which were not only richest in silver, but which were most accessible. These were the silver-lead mines of the Münsterthal, and the native silver mines, Anton and Heinrich. Substituting the erection of pumping machinery, which can be put up in a few months, for deep adits which would require 12 or 15 years to complete, and restricting the operations to two sets where the workings can be concentrated, it was evident that a working capital of 40,000 lb. to 50,000 lb. would amply suffice, leaving it open for the company to extend their workings with additional capital, if the results of this trial were encouraging.

The Wilhelm adit, on the Teufelsgrund, which had to be driven further through the elvan than M. Daub calculated, has opened the ore ground, which he valued at 2500 tons of dressed ore. Hence the calculation remains of what time is required to take out this ore, and with proper applications, such as trams, it can surely be effected with great dispatch. While the backs are taking out, the vein can be sunk upon, and, as its fall is nearly perpendicular, all this is tribute work.

Further, the trams laid in the Teufelsgrund, as well as the pumping machinery, will serve to work the far more important Schindler, which only needs unwavering to be immediately productive in many parts. Under these circumstances it will require no necromancy, with sufficient capital, to turn out 3000 tons per annum; even assuming that the Herrenwald vein, which has been cut several feet broad in the gossan, proves (which there is no reason to suppose) wholly unproductive.

Ore which assays 80 ozs. of silver to the ton of lead may well be valued at 257 per ton. Hence the return from 3000 tons, assuming that it takes half the produce to raise, dress, and reduce the ore, gives us 35,000 lb.—assuredly a good return on a capital of 72,000 lb. Recent accounts, and an inspection of the maps, show that the native silver veins in the Anton and Heinrich Mines dip towards each other. The veins run parallel, and the one falls to the north east, while the other has a south-west dip. The point of junction lies about 20 fms. below the present workings, and it will not be disputed that this circumstance opens a brilliant prospect.

Whether M. Daub will endorse my report or not I cannot tell; but with these facts before me, I endorse his statements, but adhere to my plan.

Adelphi Chambers, April 29. MATTHEW FRANCIS.

LONDON AND SYDNEY GOLD MINING COMPANY.—We understand that the application for shares in this company have been extremely great, and we have no doubt that the allotment will be as fair as possible, under the circumstances. This success may be traced to two reasons—first, the honourable character of all the parties concerned; and secondly, the low price of the shares, and their being issuable to bearer, thus relieving parties of any responsibility beyond the amount actually subscribed.

ANGLO-CALIFORNIAN MINING COMPANY.—The case of Stuart v. the Anglo-Californian Company was argued in the Court of Queen's Bench, on Thursday; but, as the pleadings were not terminated, we shall defer noticing this important action until our next impression.

SHIPWRECK.—During last year 611 vessels belonging to the United Kingdom were wrecked. Of the number 600 were sailing vessels of 110,670 tonnage, and 11 steam vessels, the tonnage of which was 1906.

Original Correspondence.

THE IRON TRADE.

SIR,—The following statement, relative to last year's export of iron, will doubtless prove interesting to a large number of your readers: it will be observed that the estimate of the make of iron for 1851 corresponds with that given in a late Number of your valuable Journal. The make for 1847 is that given by Mr. Porter; so I believe (although the result may appear startling) that the figures are correct. Ironmakers should be strong free traders, if they consult their own interests, and those of the great masses depending upon a large sale of iron. I believe the importance of the subject will be sufficient inducement for you to give it insertion in your valuable Journal:—

STATEMENT
SHOWING THE PROBABLE QUANTITY OF PIG-IRON REQUIRED TO PRODUCE
The Foreign Exports of Iron and Iron Goods from the United Kingdom for the year 1851,
compiled from the Board of Trade returns.

Of bar, rod, hoop, sheet, nails, chains, anchors, and all other wrought and cast goods, the export was 707,893 tons. If we allow one-third for waste in all stages of manufacture, these articles would consume of pig-iron	943,857
Of hardware and cutlery the value exported was 2,826,132. Estimated as worth 110s. per ton, it would weigh about 25,690 tons. As it probably takes fully 2 tons of pig to produce a ton of finished goods, this would require of pig-iron	51,380
Of machinery and mill work there was shipped a value of 1,164,933s., at 30s. per ton, this would weigh 38,831 tons, and supposing $\frac{1}{10}$ ton of metal necessary to make a ton of finished machinery, it would consume of pig-iron	38,831
Of tin-plates the export comes to 1,018,951. At 29s. per box, this equals 702,734 boxes. At 1 cwt. of sheets in each box, it represents 25,136 tons of sheets. Taking 30 cwt. of pig as necessary to make a ton of perfect sheets, the quantity of pig-iron consumed in tin plates will be	52,704
Of pig-iron itself the export was	201,062

The total consumption of pig-iron in producing all our exports } Tons 1,307,249
of iron and iron goods for 1851

The consumption of pig-iron in the same exports, similarly calculated for the year 1847, required only 815,000 tons:—

The make of pig-iron in the year 1847 is generally estimated to have been Tons 2,000,000
Deduct the consumption by foreign exports
 815,000 |

There remains for the home consumption of 1847

The make of pig-iron in the year 1851 was probably

Deduct the consumption by foreign exports

The home consumption of 1851 will, therefore, be

(Some good authorities estimate the make for 1851 at 2,600,000 tons.)

These figures show the home consumption of iron during the last four years to have been comparatively stationary, whilst the foreign export trade has increased 60 per cent., or consumed nearly 500,000 tons more pig-iron in 1851 than it did in 1847. If the iron trade is depressed now, what would it have been if this great increase in the foreign trade had not taken place, and these 500,000 tons of pigs had been thrown on the home market? The extraordinary expansion in the foreign export iron trade during the last four years, under the present system of free trade, gives a little idea of the immense benefit that would accrue under perfect commercial freedom, and a system of direct taxation.

Iron manufacturers—is not the stake at issue sufficient to induce you to make a great effort to obtain entire commercial freedom? The cotton manufacturers have done their part in the free trade struggle—will not the iron trade help them to make it perfect? AN IRONMASTER.

Wrexham, April 27.

STOCKER'S MINERS' COMPANION.

SIR,—As comparatively little is at present known by the practical miner of the modes of testing the presence of the various mineral ores, in the pursuit of some one or two of which he explores the different strata stretching through the globe, and often throws aside matter considered valueless, but which, were he acquainted with its true worth, frequently discoverable with ease by the blow-pipe, he would find amply capable of repaying the little trouble and attention necessary to the attainment of a knowledge of the characters of these ores, as indicated by this little instrument, instead of, as is generally the case, allowing the worth of the ore from the presence of some valuable metal to be accidentally discovered by the assayer in valuation; and as one great obstacle to a general application of the blow-pipe tests has been the want of a small, compact, cheap, and portable form, so that it and its accompanying tests may be always at hand, I have endeavoured in some measure to obviate that difficulty by the contrivance represented in the annexed diagram, which I have named the miners' pocket companion, and which, should you consider worthy a place in your valuable paper, will oblige—H. M. STOCKER: St. Austell, Cornwall, April 12.

A, represents the stem of a blow-pipe, in which is contained the mouth piece, B, when taken off from the box, E, and a piece of platinum wire, C, on which to heat the substance to be examined. E is a circular box, to which the mouth-piece is attached, and which can be turned in any direction on the frame of a candle. F is a box, containing some borax; and G contains another blow-pipe; test, the double phosphate of soda

and ammonia, or microcosmic salt, obtainable at any chemist's. By the aid of these tests and the blow-pipe, most of the ores of common occurrence can be at once detected by their behaviour in different portions of the blow-pipe flame, which, in order to keep continuous, the operator must acquire the habit of breathing through his nostrils while his mouth is full of air; then, introducing any small hollow tube into his mouth, he should allow the elasticity of the cheeks to force out the air contained in the mouth, still continuing at intervals to fill it, while breathing through the nostrils; and he will soon be enabled to cause a continual current of air to be directed on the flame of a lamp or candle, and a consequent intensification of the heating or reducing power in that portion of the flame nearest the wick; while at the extreme point of the flame a totally different power is obtained, causing the speedy oxidation of any of the metals. We thus have the reducing and the oxidising flame by which to test the presence of any substance with or without the aid of the before-mentioned salts—the presence of the more common ores being indicated by peculiarity of colour developed on heating a particle of the substance to be analysed in a bead of borax or microcosmic salt, previously formed on the platinum wire, and may be diagnosed by referring to the following table:

BEADS ON PLATINUM WIRE.					
OF BORAX.		OF MICROCOSMIC SALT.		Alone.	
With	In Reducing.	In Oxidizing.	In Reducing.	In Oxidizing.	
Iron	Green	Red	Green	Red	Blackens and becomes magnetic.
Copper	Reddish Brown	Green	Red Brown	Green	Green, easily reduced.
Tin	Colourless	Colourless	Colourless	Colourless	Easily reduced.
Lead	"	Yellow, when hot	Grey	Yellow	Fuses with clear blue tint.
Manganese	"	Violet	Colourless	Violet	Infusible.
Nickel	Grey	Red	Red	Red	Unchanged.
Antimony	Grey	Yellow	Grey	"	Sublimes with green blue tint.
Bismuth	Grey	Yellow	Grey	Yellow	Fuses brown, hot; yellow, cold.
Cobalt	Blue	Blue	Blue	Blue	Unchanged.
Silver	Grey	Colourless	Grey	Yellow	Easily reduced.
Cadmium	Colourless	Yellow	Colourless	Colourless	" "
Chromium	Green	Red	Green	Green	" "
Uranium	Green	Yellow	Green	Yellow	Infusible.

Zinc fused alone gives a whitish green colour to flame; and if heated on charcoal, volatilises, the charcoal being coated with a deposit of white oxide. For further information, I would refer the reader to Parnell's Treatise on Chemical Analysis, or to that of Plattner On the Blow-Pipe.

SOUTH WALES RAILWAY—MINERAL TRAFFIC.

SIR,—In your Journal of the 17th April there was a long article, which presses with some severity upon the managing committee of this railway, for the deficient arrangements they have made for the conveyance of mineral produce along their line. I am not personally interested in the undertaking, nor have I a word to offer in extenuation of the very extravagant tariff which has been determined upon by this company for the conveyance of coal. I would merely wish to remark, for the information of those of your readers who may be interested in the general question, and yet reside at a distance from the locality, that so far as the through traffic is concerned for the carriage of heavy merchandise, a difficulty presents itself, and one of no light or trivial character; the rail is broken at Chepstow, and all heavy goods conveyed upon it require to be unloaded, and again reloaded after traversing two miles of as difficult and hilly a road as can well be found in the neighbourhood of any town in the kingdom. Nor

will this difficulty be surmounted until the completion of the iron tubular bridge over the Wye, at Chepstow.

This cannot be said to be now nearly finished, but still it is in a state of forwardness, and from what I can learn, there is every probability of the entire line being completed and opened in July or August next. The complaints alluded to will then, it is to be hoped, terminate; and the share-holders in the meantime may congratulate themselves on the great influx of traffic which must inevitably accrue to their line from the recent consent which has been given by the Admiralty to the establishment of Milford Haven as an American packet station, backed as this great enterprise very naturally is by Great Western influence and engineering skill.

April 28. X. Y. Z.

THE PATENT LAWS.

SIR,—It is now, we may suppose, pretty well understood that the true object of patents is not monopoly for the benefit of the inventor, but to make it their interest to publish their discoveries for the good of the country. A discoverer may keep his own secret, which may thus die with him; or take out a patent, which eventually becomes public property. Or if the secret cannot well be kept, and he is unable to afford a patent, he is likely to drop the discovery altogether; and in this way probably many improvements are lost to the public every year.

The heavy cost of a patent in this country, nearly 300l. (more than that of all other countries added together), is evidently quite beyond the means of the class of journeymen to whom improvements often occur; and unless they can agree with a man of capital, sometimes a difficult matter, their interest is rather to mind their daily work than to sacrifice their time in perfecting their inventions; and thus, doubtless, many improvements slip to the ground. A patent, at an outset cost of 300l., is so much of a speculation as rather to encourage the heedless and to deter the thoughtful and considerate, and thus often to bring forward hasty discoveries, and keep back those on which more time and reflection have been expended.

It is to obviate these and many other defects and hindrances, that the Society of Arts have for two years past paid great attention to the Patent Laws, and propose to reduce the outlay by the charge for a patent being graduated according to the time, so as to cost little at first, and to increase with its success, or to be let drop, if it fails, at the discretion of the patentee;—as follows: Registration for one year, 5s.; renewable for five years more, 10s.; renewable for another five years, 20s.; and for a third five years, 50s.—thus, 16 years for 85s., payable by instalments out of the profits, instead of 300l. at the outset; and five more years may be obtained on appeal, as at present, to the Privy Council.

But the Society of Arts is not the Parliament; and however beneficial the alteration, we may have long to wait for it, although there never was a time when encouragement for invention and improvement would be so seasonable. The unprecedented variety of products, processes, and instruments, brought together in the Exhibition suggest, by comparison, a great number of modifications; and as they were largely examined, not only by professors of practical science but by crowds of handicraft men, in the various branches of manufacture, the occasion for improvements is such as may never again occur; and if checked now, its fruits may be lost entirely.

Government has, no doubt, much upon hand, and a position of unusual perplexity; but such a bill need not be brought in by Ministers, nor made a political measure. The Chancellor of the Exchequer need not oppose it, as the revenue would not lose 70,000l. a year, nor does it appear to interfere with any parliamentary party. There are objections to it, as to everything else; but they are well answered in the Society of Arts' reports, and I shall be glad to meet them in your columns, if brought forward by your correspondents, though not disposed to prolong this letter with them; my present object being to expedite the proposed law, in which, I trust, others of your correspondents will join. There are few cases where delay may more impair the intended benefit. Meanwhile the Provisional Registration Act of 1851 has been extended to next year, which is pretty much like the first stage, and if well followed up by those most directly interested in improvements and inventions, may lead to all the rest before its expiration.—J. PRIDEAUX: April 28.

THE HIGH-PRESSURE STEAM PARADOX.

SIR,—I learn the public is again in danger of being deprived, at least for a season, of the enormous benefits which Craddock's engines are destined to confer upon navigation. In order that a few manufacturers may continue to enjoy a costly monopoly, or a few "great guns" preserve the reputation of being on the topmost twig of the tree, the old objection is being raised, to practise on the passions of the multitude by a representation of the dangers of high-pressure steam. In this, the year one of the Great Exhibition, we can all recollect that two prize locomotives were last year exhibited as the *chef d'oeuvre* of two great companies, and that each of these was calculated for the use of steam at 120 lbs. per inch. I do not know exactly the diameters of the boilers, but 4 ft. is certainly not an exaggeration, giving a circumference of 150 in. Now, let us take a section of this circumference 1 inch in width, we find a pressure on that circumference of 150 x 120 = 18,000 lbs., or, as Mr. Craddock in his lectures aptly illustrates the point, there is a tending pressure equal to the effect of a cone pressed into the circumference with a force of 18,000 lbs. Suppose a fracture ensues, what is the next consequence? The explosive matter confined in the area of this section is 48 x 48 = 2304 circular inches x 120 lbs. per inch = 276,480 lbs., or reducing to square inches, about 80 tons. This is the force of the explosive matter which will be scattered about, in the event of an accident, for every inch of the length of the boiler, amounting, if the boiler be 20 ft. long (exclusive of the ends), to 19,200 tons; yet railway engineers are not afraid to drive such engines, neither are the public afraid to travel behind them. No one even thinks of the danger, except when occasionally, as occurred two months since, a whole station is blown away by an explosion. I am ready to admit that it is neither manly nor business-like to be afraid; I do not wish to instil fear, I only desire consistency—the absence of which constitutes the high steam paradox. The tubes of Craddock's latest and most improved boilers are $\frac{3}{4}$ in. diameter, but take the largest dimension of 3 in. The sectional circumference of 1 in. will then give in his boiler, at a steam-pressure of 120 lbs., 9 x 120 = 1080 lbs. tending force against 18,000 lbs. in the "perfectly safe" locomotive boiler; the area also being 9 inches gives, multiplied by 120 lbs., 1080 lbs. also as the amount of explosive matter per inch section, against 276,480 lbs. in the perfectly safe locomotive boiler. Yet it is a fact that men are to be found in this enlightened 19th century, year one of the Great Exhibition, whose eccentricity is so daring as to assert that the boiler with the smaller figures of danger is too hazardous to be used. Fame will carry this dictum trumpet-tongued to future ages, and the absurdity will be crowned the monarch of that limbo of mockery, ridicule, and astonishment, to which the complacency of each generation triumphantly consigns the blunders of its learned ancestors. I have calculated at 120 lbs. per inch, because it is the pressure actually used in the inexpressibly dangerous form of locomotive boilers; but it is no more an absolute essential to the use of Craddock's boiler that steam shall be generated at 120 lbs., than it is an absolute essential that all locomotive-trains shall run at 60 miles per hour. They can run slower, and so can Craddock's boiler generate steam at any pressure lower than 120 lbs. Let the timid engineer, in using it, keep down his steam, just as Stephenson kept down his estimate of railway speed to 12 miles per hour, to spare the nerves of the House of Commons. We know what the *Quarterly Review* said upon the deadly and extravagant proposal of travelling 20 miles per hour behind a locomotive; let, therefore, those who entertain a perfect conviction of the reality of the paradox, and believe that there is some peculiar and privileged safety accorded to steam on a railroad at 120 lbs. per inch, begin by working Craddock's marine boilers at the pressure of 50 lbs. per inch, recommended by Mr. Fairbairn and Messrs. Seaward and Capel; they will even then find economy enough to repay them for the experiment. As their nerves strengthen (an effect which evidently will be produced by time, because legislators of both Houses now travel by express trains), they may go on to increase their gains in the same proportion as railways have increased their speed. They will see, on looking into it, that Craddock's boilers at 50 lbs. give 450 lbs. tending pressure, and 450 lbs. scattering force; whereas Maude's best engines, which use steam at 20 lbs., with a boiler 6 ft. diameter, give 4400 lbs. tending pressure, and 183,680 lbs. scattering force per inch section; and even this does not represent the full amount, by any means of the comparative danger of such boilers, because the weakness of a bearing increases in the compound ratio of its length. Surely it is time that the public mind should be disabused of such ridiculous impositions or misrepresentations. The bursting of one of Craddock's tubes, were it possible, would not cause as much derangement as the upsetting of a domestic kettle. What, on the contrary, are the effects daily of the bursting of the present safe boilers? Let us at least have consistency; let men whose authority goes far beyond their knowledge, or, at least, I fear very

far beyond their patriotism, cease to assure the public, who look up to them, that tons are lighter than pounds. It will not be believed much longer. The reputation of an engineer is, I think, admitted to be established in the direct ratio of the amount of money he has had to expend. I admit this is a great qualification; but, nevertheless, economy is also a virtue, and there is room in the world for more virtues than one, without either of them injuring the other; every man ought to carry out his own gift to perfection, and I recommend those who assert that the locomotive, or any other boiler, is more safe than Craddock's, to give their children Congreve rockets instead of squibs for playthings, and substitute for indoor amusement, on the 5th November, bombshells, hand grenades, and bales of gun-cotton for crackers and Catherine wheels. But it is a long lane that has no turning; individuals may never have had the control of millions of expenditure, and yet be quite able to discriminate black from white when placed before them. There is a great field opening, and absurdity cannot reign for ever. The nobleman who is now at the head of the Admiralty is a practical sailor, distinguished for active benevolent exertions for the interests of navigation; and I trust he will continue to prove himself a Protectionist indeed, by introducing into our navy Craddock's absolutely safe and incalculably economical boilers and engines. He will add to his nobility a noble reputation, such as no first lord of the Admiralty has ever been privileged to attain, and render the administration to which he belongs an era in history. All boilers now in use are dangerous—fearfully dangerous—when compared with Craddock's. It is estimated nearly two hundred persons yearly are maimed or destroyed by the "safe low-pressure boilers," and the public, appalled by the accidents of safe low-pressure, may be easily prejudiced to believe that fatality must increase with the pressure of the steam (always excepting the privileged safety of locomotives at 120 lbs.); but the figures I have given are sufficient to disprove both allegations, and show the public it is imposed on in both particulars. What "accident" was that which last month destroyed four men in her Majesty's steamer *Conflict*? Let men be honest; if they wish to maintain a state of danger, why not avow it manfully, instead of maintaining it by circumambages, under the pretence of safety? Lord Bacon tells us that talking makes a ready man, and writing an exact man. Why not, therefore, be exact, and put down in writing the arguments upon "danger," instead of merely talking of them? DAVID MUSSET.

[ADVERTISEMENT.]

THE WIRE-ROPE PATENTS—NEWELL v. WILSON.

Sir,—I beg to state for the information of purchasers of wire-ropes the following circumstances:—In 1849 I patented an invention for improvements in the manufacture of wire-ropes: in 1851 I complained that Mr. Robert Stirling Newell had infringed my patent, in his manufacture of the submarine telegraph rope, but I proceeded no further than complaint. Almost immediately after the remonstrances then made, Mr. Newell, who, as I consider, had previously used most exceptional means to put down the competition which he experienced from me in the trade, filed a bill in Chancery to obtain an injunction, and prevent my making round wire-ropes, of which he claimed the exclusive manufacture under his patent. The motion for injunction came on before the Master of the Rolls, who refused it, on my undertaking to keep the usual account. Against that decision Mr. Newell appealed to the Lords Justices, who ruled in effect that, even in case of a doubtful patent, the injunction must be granted; at the same time they put Mr. Newell under conditions to try the validity of his patent in an action at law at the sittings after next Trinity Term, and to be answerable for my intermediate loss if the patent was void.

I am advised by the most able and eminent men at the bar that Mr. Newell's patent is perfectly unsustainable; whether it be so or not will probably be decided, by the trial, within two months from this date, and I respectfully entreat, through your Journal, gentlemen and customers to grant me such indulgence as they can, by withholding orders during that interval. I desire but a fair field and no favour; and rely upon the impartial and generous spirit which would support struggling independence against a mercenary attack, the design of which hereafter will be amply exposed.—J. B. WILSON: Haydock Wire-Rope Works, Lancashire, April 19.

ALLEGED INTOLERANCE AT CWM AVON.

Sir,—You will oblige many readers by inserting the following truths, which came under my own knowledge, respecting the charges published in *Lloyd's Weekly Newspaper* against Mr. and Mrs. Biddulph, of Cwm Avon, under the false heading, "On the Religious Persecution exercised at Cwm Avon Works, Glamorganshire." Having been last year in the employ of the manager of the Cwm Avon Works as a clerk in the office during the day, and at night as schoolmaster for the adults, I beg to state, in justice to Mr. and Mrs. Biddulph, that I never witnessed or heard of its being compulsory that the boys or girls should attend church on Sundays, far less week days; they could attend whatever place of worship they felt inclined to go to; in fact, the manager or his lady never exercised undue influence over the workpeople, or acted the despot to any one. Their kindness to the sick, in relieving their wants, I have frequently heard mentioned; and have received money to distribute, as well as to give to the sick, irrespective of creed. In regard to the Puseyite parson, referred to in another correspondent's letter, the senior curate never offered any offensive language towards the Dissenters; he preached the Gospel, but bore hard upon the sins of backsliders. In various other ways Mr. and Mrs. Biddulph have greatly improved the morality, and added much to the social comfort, of the masses committed to their charge. I give my honest opinion of what I know of Mr. and Mrs. Biddulph's conduct.

Little Milton, near Wheatley, Oxon, April 14. JOHN GRAHAM.

"CONCILIATUS" AND THE INSPECTORS OF COAL MINES.

Sir,—Your correspondent "Conciliatus," of Upper Brook-street, is evidently a very amiable man, and any communication from his pen is deserving of respectful attention. Towards the inspectors of mines he is brimful of charity, and would have us all to—

"Be to their virtues very kind;
Be to their faults a little blind;
Let all their ways be unconfined,
And clap a padlock on our mind."

He is wrath with me for presuming to animadvert on the reports of the inspectors, and recommends me to "exercise a little of that charity which we at all times so much desire," but which, unluckily, he has quite forgotten to "exercise" himself; otherwise, he would not have said that the notes were written by "a man writhing under disappointment, and endeavouring to throw discredit on the labours of appointees to Government employment, which he himself had looked to with an expectant eye." Assuming him that he is perfectly and completely mistaken as to the motives by which I am influenced, and the object sought to be obtained, it is to be regretted that a preacher of charity to others should so glaringly violate it himself. Nor is this the only inconsistency of "Conciliatus." After attributing sinister motives to the author, he visits the notes themselves with his severe displeasure, and yet, oddly enough, says that the report animadverted on is, "I am free to confess," least instructive, least business like, much less prolific in actual facts, and the causes of and remedies for accidents, than the other two reports." This is as severe, if not much more so, than anything said in "the notes," especially when taken in connection with "Conciliatus's" concluding advice, wherein he recommends me "to lay before your readers a good sprinkling of the grains of wheat, with a less proportion of the chaff."

Not content with what is written, "Conciliatus" indulges in imaginings of what that will be to be written in future, and, to be beforehand, visits it also with his displeasure. Thus monopolising charity and criticism, to be dealt with according to his own pleasure, he lays claim, too, to the spirit of prophecy, or second-sight! With less ambitious pretensions, the author of the notes is quite disposed to accept good advice either from Upper Brook-street or elsewhere; and in return begs leave very deferentially, to hint that good precepts are best enforced when the example of the preacher is consonant with the principles he inculcates.

But, Sir, having said so much in reply to "Conciliatus," who is anything but conciliatory, I must crave your permission to add a few words on the doctrine advanced by him;—that these reports are not to be criticised, or if animadverted upon at all it must be in the language of commendation only, and are to be treated with an especial "tenderness" and "respect," because "there are certain difficulties connected with the fulfilment of the duties of Government Inspectors of Collieries, which demand our forbearance." I may be wrong, Sir, but I cannot help thinking that this is a most absurd dogma. I am unable to see what these certain difficulties, in the performance of their duties, have to do with the reports of their proceedings. We expect to be told what they have done, so that we may appreciate their services according to their merits, and be enabled to form our own opinions as to the expediency of extending the powers entrusted

to them; and surely, if we are entitled to criticise ordinary publications, we have an undoubted right freely to comment on those which are written by the paid servants of the public, and printed at the nation's expense. In proportion to the importance of the interests involved in these reports, is the necessity of a free and untrammelled discussion of their contents. The cause of humanity demands it, and practical science will be but little promoted if these productions are to be shielded from all comment, save what may be laudatory. It is universally admitted by all conversant with the subject, that insuperable difficulties exist in devising remedies for the existing evils in our coal mines, in consequence of the paucity of all exact data and authentic statistical information; and it must be admitted that a very great proportion of the benefits anticipated from the inspection of mines will be lost unless the reports present us with the useful facts. But unless we are allowed to suggest these matters, and to discuss the subjects mentioned in the reports, there is little chance of reaping all the good which even the present Act of Parliament is capable of affording. Being strongly impressed with these views, it is my intention to resume "the notes," should you deem them worthy of a place in your columns; and, in the meantime, bespeak the patience of "Conciliatus," as well as of the other virtues which he so strongly recommends. C. M. J.

MINING, SMELTING, AND GENERAL METALLURGY.

The volume of the *Encyclopedia Metropolitana*, just published, contains "A Manual of Metallurgy, or Practical Treatise on the Chemistry of the Metals," by John Arthur Phillips, Esq., F.C.S.; and, notwithstanding many highly valuable works have been published on separate branches of this important subject, no publication that we are aware of has yet appeared in the English language, taking so comprehensive a view of every detail connected with mining and smelting the various metallic minerals: it appears to us to fill up a long-standing hiatus in the history of, and instruction in, mineralogical chemistry; and while it is sufficiently elementary to be understood by the young student, it is thoroughly practical and erudite enough to form a standard work of reference for valuable information by the metallurgical chemical practitioner and assayer. In the introduction, the author shows that a knowledge of the more common metals, and the means of extracting them from their ores, was probably coeval with the first formation of civil communities—long prior to the invention of written characters, or any other method of transmitting to posterity the memory of past events; and we are, therefore, without information as to the period at which mankind first became acquainted with this valuable species of industry, although there are sufficient reasons for believing that these arts were well known to the antediluvians, and that they were probably extensively practised at a very early period. In the days of Moses, at least six metals were in common use, and formed part of the spoils of the Midianites, who possessed them in abundance; while among the ancient Greeks and Romans metallurgy was cultivated to so great an extent, that many of the productions, although made with infinite expense and labour, are scarcely to be surpassed by the most skilful artists, aided by the scientific appliances of modern times. Of the state of the science previous to the 16th century little is known, no books having until that period appeared on the subject; but in the year 1530, Georgius Agricola, a German physician, published his 12 books *De Re Metallica*, and he may fairly be considered the first author who gave a clear and correct description of the various processes employed in this branch of chemical science. Lazarus Ercken, Assay Master to the Empire of Germany, in 1574, published a work at Prague, of which an English translation by Sir John Pettus appeared in 1683. Since that time numerous treatises have appeared in almost every European language, and metallurgy has rapidly risen to that prominent position among the useful arts which it holds at the present day.

Several metals were known to the ancients. Gold was called the Sun; silver, the Moon; mercury, Mercury; copper, Venus; iron, Mars; tin, Jupiter; and lead, Saturn. They were represented by symbols, supposed to have some mysterious allusion to those planets. Zinc is first mentioned by Paracelsus, who died in 1541, although the property of its ores to convert copper into brass was known prior to the Christian era. Bismuth is mentioned by Bermanius in 1530. Antimony was discovered by Valentine at the close of the 15th century. Arsenic and cobalt were first mentioned by Brandt in 1733, the ores being known long before. Platinum was recognised as a new metal by Chas. Wood, Assay Master in Jamaica, in 1741; nickel by Cronstedt, in 1751. Manganese by Gahn, in 1774; tungsten by Delhuyart, 1781; tellurium and molybdenum by Müller and Hiellm, 1781; uranium by Klaproth, 1789; titanium by Gregor, same year; chromium by Vauquelin, 1797; columbium by Hatchett, 1802; palladium and rhodium by Wollaston; and iridium and osmium by Tennant, 1803; cerium by Hisinger and Berzelius, 1804; potassium and sodium by Davy, 1807, by the galvanic battery, and afterwards the metallic properties of barium, strontium, and calcium; lithium was discovered by Arfwedson, 1818; cadmium by Stromeyer, same year; zirconium by Berzelius, 1824; aluminium, glucinum, and yttrium by Wöhler, 1828; thorium by Berzelius, 1829; magnesium by Bussy, same year; vanadium by Sefström, 1830; lanthanum by Mosander, 1838, who also discovered didymium in 1841; and in 1843 two new metals (erbium and terbium); ruthenium was discovered by Kalus in 1844; polonium and niobium by Rose, in 1845; and norium, a metal yet but little known, by Svanberg, in 1849.

The volume then opens with the physical characters of the metals, the number being 51, with their symbols and equivalents. These are divided into two classes—those which have so great an affinity for oxygen at ordinary temperatures, that they are never used in an uncombined state, of which there are 19, and 32 of those little affected by oxygen at ordinary temperatures. The chemical properties are next given, and as the student should be able to distinguish by their crystallographic as well as their chemical characters all the more frequently occurring ores, and be familiar with the various properties of different fuels used in furnace operations, a chapter on crystallography, and the formation of artificial crystals is introduced, and 70 pages are devoted to the consideration of the value and properties of the various kinds of fuel. The state in which the various metals are found in nature, and the most modern modes of obtaining them with their washing and concentration, are well described. The latter 400 pages of the volume are devoted to a description of the various ores, the different methods of smelting and refining the metals, both ancient and modern, and assaying by the humid and the dry processes; the whole is admirably illustrated by well-executed diagrams. A comprehensive index of the various subjects and woodcuts is attached, with an analytical table of contents. The type and paper are of the first order, and nothing appears to us to be wanting to render the work a *sine qua non* to every metallurgist, whether practically engaged in the laboratory or at furnace operations; or the theoretic student, and those attached to the applied sciences.

New Patents.

LIST OF PATENTS GRANTED DURING THE PAST WEEK.

S. Heseltine, Harwich, Essex, Improvements in engines to be worked by air or gases. W. Church, S. A. Goddard, and E. Middleton, all of Birmingham, for improvements in fire-arms and ordnance, and in projectiles to be used with such or the like weapons; and also improvements in machinery or apparatus for the manufacture of part or parts of such fire-arms, ordnance, and projectiles. A. Marceschian, Rue de Moscou, Paris, for improvements in the mode of conveying letters, letter-bags, and other light parcels and articles. R. C. Mansell, Ashford, for improvements in the construction of railways, in railway rolling stock, and in the machinery for manufacturing the same. W. Exall, Reading, for improvements in the process, composition, or combination of materials, machinery, and apparatus for making bread and biscuits, part of which machinery is applicable to the mixing and kneading of plastic substances in general. A. Taylor, Warwick-lane; and H. G. Frost, Herbert-street, North road, for improvements in heating and supplying water for baths and other uses, in the construction of water-closets, and in supplying them with water, and in cocks for drawing off liquids. W. Newton, Chancery lane, for improvements in machinery for weaving, colouring, and marking fabrics. T. Richardson, Newcastle-upon-Tyne, for improvements in treating matters containing lead, tin, antimony, zinc, or silver, and in obtaining such metals or products thereof. C. Fisher, South Hackney, for improvements in transferring ornamental designs on to woven or textile fabrics, and in the apparatus connected therewith. J. L. A. Simmons, Oxford-terrace, Hyde park; and T. Walker, Wednesbury, for improvements in the manufacture of ordnance, and in the construction and manufacture of carriages and travelling apparatus for manoeuvring the same. P. Bruff, Ipswich, for improvements in the construction of the permanent way of rail, tram, or other roads, and in the rolling stock or apparatus used therefor. J. Fletcher, Leyland, for improvements in machinery or apparatus for stretching and dyeing woven fabrics. J. Hinks, and E. Nicolle, both of Birmingham, for a new or improved composition, or new or improved compositions and machinery, for pressing or moulding the same, which machinery is also applicable for moulding or pressing other substances. G. Goodman, jun., Birmingham, for an improved method of ornamenting japanned metal and papier maché wares. S. M'Glashan, Edinburgh, for the application of certain mechanical powers for lifting, removing, and preserving trees, houses, and other bodies. J. Robinson, Rochdale, for improvements in machinery or apparatus for shaping wood into mouldings and other forms. J. Cumming, Paisley, for improvements in the production of surfaces for printing or ornamenting fabrics.

DESIGNS FOR ARTICLES OF UTILITY REGISTERED.

I. Kirkins, and Co., Worcester, gloves.—F. Ayckbourn, Guildford-street, Russell-square, apparatus for supporting persons in the water.—W. McLennan, Glasgow, apparatus for moulding and attaching shoe soles.—C. Farrow, Great Tower-street, self-closing valve.—C. Baker, Rotherfield-street, Islington; and W. G. Gardner, Wilford, Somersetshire, fire-escape or servant's safety guard.—J. Murphy, Newport, Monmouthshire, tyre for wheels.—T. K. Baker, Fleet-street, lever cock or hammer for fire-arms.—F. Mason, Ipswich, reaping machine.—J. B. Palmer, Wednesbury, mould for projectiles.—L. N. Le Gras, Tennyson street, Lambeth, aerated liquor bottle stopper.

PROVISIONAL REGISTRATIONS.

F. Mason, Ipswich, reaping machine.—L. Schmittner, Agar-street, Strand, air front.—*Mechanics' Magazine*.

LNARES LEAD MINING COMPANY.—Notice is hereby given, that the DEED for the REGISTRATION of this COMPANY will LIE at this OFFICE for the SIGNATURE of the SHAREHOLDERS on and after WEDNESDAY, the 6th inst., for the space of three months from this date. All shareholders in this association who may neglect or refuse to sign the Deed of Registration within the period above mentioned, will be excluded from the future dividends and profits accruing to the Company.—The interest on the Preference Shares, due on the 15th of January last, will also be in course of payment on and after the 6th inst.

By order of the board, G. EATON, Secretary.
2, New Broad-street, May 1, 1852.

GRAND DUCHY OF BADEN CHARTERED NATIVE SILVER AND SILVER-LEAD MINES.

TEMPORARY OFFICES,—57, THREADNEEDLE-STREET.
The Managing Committee of the above Company has much gratification in publishing the following extract from Professor Ansted's detailed report on the Münsterthal settlement, being the only portion of their valuable property which the learned Professor could find time to inspect, upon the short and sudden notice he had the kindness to accept. Since the report attributes a value equal to the purchase-money to the smallest of the veins, independently of the other extensive courses of silver-lead, of the remarkable group of native silver in the Kinzigthal, the buildings, waterfalls, land, inventory, &c., the Committee deem that the aspersions which have given such publicity to their proceedings are sufficiently rebutted, and intend to proceed with the allotment of shares without further delay. The high testimony upon which the soundness of the undertaking now rests, added to the prospect held out of immediate returns from the ore ground here shown to be opened and in work, amply justify the manner in which they recommended the enterprise.

REPORT.

To the London Committee of Management of the Grand Duchy of Baden Native Silver and Silver-Lead Mines.

GENTLEMEN,—In accordance with your request, I have visited the mining district and mines referred to in your prospectus, situated in the Münster Valley of the Black Forest. There exists in this district a remarkable and persistent master lode, known as the Schindler, running nearly north and south, crossing the small and deep valley in which the stamps and dressing floors are situated nearly at right angles, and shortly afterwards crossing another small valley a little further south. To this lode, which appears to have been effectually, as well as extensively, worked in former times, there are two ridges, or subordinate lodes, running in at an angle of about 45°—the Teufelsgründ on the west, and the Herrenwald on the east—both running parallel north-east and south-west.

Of these lodes the Schindler is of great but variable breadth (4 to 20 feet), and has borne ore very persistently for several hundred fathoms at least. The Teufelsgründ is of moderate breadth (15 inches to 3 feet), and of variable but generally good appearance. The ore is argenteiferous galena, very rich in silver, with sometimes a little iron pyrites. This lode has been reached by five day levels, the longest of which, the Michael's Stollen, is the third from the top, and enters the Schindler at the junction of the two lodes. It is 550 English fathoms in length, of which 300 have been through grey ground. Between the level below this and the uppermost almost the whole of the ore is removed; but almost the whole of the ground below the fourth, or Trudport Stollen, has been left untouched, or is merely proved by partially completed levels. Judging to the best of my ability from the evidence at present before me, I feel justified in stating that the quantity of ore that may fairly be considered in sight in this mine amounts to no less than 4000 tons in an undressed state, besides a reserve of 300 tons, worth, in all, perhaps, £225^s. The total cost of getting, dressing, and reducing, according to the present methods, which are very imperfect, would probably amount to about £2000. But in addition to this, it must be well understood that the workings on this (the Teufelsgründ) have certainly nowhere been extended deeper than the present lowest day level (Wilhelm Stollen), which is itself 20 fathoms above level driven to the Schindler, a little higher up the valley. It may, I think, be fairly estimated that at least 10,000 tons of similar ore will be obtained by sinking before descending below the actual level of the valley, so that there is no exaggeration in estimating the value of the Teufelsgründ as, at least, equal to a return of £20,000 profit, by merely continuing and completing the present works on the back of the lode.

On the Schindler, the old workings have been by day levels to a considerable depth. As, however, there cannot be a doubt concerning the former great value of the lode, its unusual persistence and extent, and the absence of any shaft to the day, by which it could have been unwatered, it is highly probable that the depth of the workings below the level of the valley is not great. Under these circumstances, I am decidedly of opinion that the Schindler lode is well worth further trial, and the more so because I think these trials may be so conducted as to lay open at the same time the state of the Teufelsgründ. The Herrenwald has not lately been worked, and I was not able to form any decided opinion concerning it.

I wish to take this opportunity of expressing my high opinion of Mr. Daub, both as a scientific and practical miner, and my belief that in the general management of the Teufelsgründ, for some years past, everything has been done that the limited means placed at the disposal of the management of the mine would admit of.

I have the honour to be, &c., (Signed) D. T. ANSTED.
1, Manchester-street, Manchester-square, London, April 24, 1852.

The Committee have received three blocks of silver from the ore of this mine, smelted in February last. The assay was 80 ozs. to the ton of lead.

AUSTRALIA.—DEVON AND CORNWALL MINERS' GOLD COMPANY.

Capital £50,000, in £1 shares, paid-up.—No further call or liability.

ON THE COST-BOOK SYSTEM.

DIRECTORS.
SAMUEL WEATHERLEY, Esq., St. James's-place, New Cross, Chairman.
JAMES LANG, Esq., M.D., Chichester-place, Exeter.
P. SOMERSET BUTLER, Esq., M.P.
W. G. GARD, Esq., (Devon Great Consolidated Mines), Tavistock.
Captain JAMES PEACHEY LANGLEY, Mornington-crescent.
JAMES CARTHEW, Esq., Calstock, Cornwall.
JOSEPH EDGECOMBE, Esq., Tavistock.
(With power to act to their number.)

BANKERS.
Messrs. Barclay, Bevan, and Co., London; the Devon and Cornwall Bank, Tavistock; the Union Bank of Australia, Sydney.

SOLICITOR AND SECRETARY—James Ives, Esq.
OFFICES.—11, CLEMENTS-LANE, LOMBARD-STREET.

The extraordinary discoveries of gold in the districts of Bathurst, Brisbane, Moreton Bay, the Hunter, Clarence, and Crookwell Rivers, led to the formation of this Company by a union of interests with the miners of the West of England—so that under their practical experience some of the mineral riches of Australia might be developed. With a view of affording full scope for the accomplishment of these desirable results, the Company has purchased, under an indisputable title, a Government grant of 797 acres of freehold land, bounded on two sides by the Crookwell River, and in the very centre of the auriferous district of Bathurst, being situated about midway between the town and the lake bearing that name. This part of Australia is known to be auriferous to a great extent—an assertion further strengthened by repeated notices in the Sydney Journals, and fully verified by private advices; from which it is ascertained that mining operations are now progressing to a considerable extent in the several districts approaching the locality of the Company's property.

Mr. W. G. GARD (who is now, and has been for the last seven years, in the employ of the Devon Great Consolidated Mining Company, and previous to that period spent several years in Australia) has been appointed General Manager, to select an able staff and the requisite machinery for the objects of the Company, and will repair to Australia as soon as his present engagements will permit. In the interim, however, Capt. James Peachey Langley has been dispatched, per *Gipsy Queen*, to take surveys, report on the land, and forward all preliminary arrangements. The well-known experience, energy, and integrity of Mr. Gard must be a sufficient guarantee that every exertion will be used to render the explorations of the Company beneficial to the shareholders; and the Directors have much pleasure in referring to the nature of the engagement made with that gentleman, inasmuch as it not only evidences the soundness of the Company's proceedings, but is a test of the practicability of its operations. Mr. Gard having consented to the appointment at a moderate salary, combining a reciprocal interest by a per centage on the returns secured for the Company, thus stimulating his enterprise, so as to secure the development of the mineral resources of the district in the most speedy, efficient, and practical manner.

Application for the remaining shares may be made in the usual form to any of the following brokers, or to the Secretary, at the offices of the Company, 11, Clements-lane, Lombard-street.—Messrs. Sims and Hill, Stock Exchange, London; George Baker, Esq., Stock Exchange, Liverpool; John Clark, Esq., Southampton; Charles S. Edsall, Esq., Truro, Cornwall; Messrs. T. W. Flint and Co., sharebrokers, Hull; T. Sandford, Esq., Exeter; Frederick Olding, Esq., sharebroker, Brighton; G. J. Phillips, Esq., Camborne, Cornwall; J. Sims, Esq., Calstock; J. Sergeant, Esq., Linton, Cambridgeshire; J. K. Thomas, Esq., sharebroker, Bristol.—London, April, 1852.

LONDON AND SYDNEY GOLD MINING COMPANY.

—Notice is hereby given, that the ALLOTMENT LETTERS will be ISSUED THIS DAY (Saturday), and PAYMENT of the DEPOSITS required on or before THURSDAY, the 6th inst. The *bona fide* applications for shares greatly exceeding the number to be allotted, the Committee are unable to comply with the requests of numerous applicants.

By order of the Committee, T. A. READWIN, Purser.
2, Winchester-buildings, City, May 1, 1852.

ALLIANCE CALIFORNIAN GOLD MINING COMPANY.

OFFICES,—3, BRIDGE-STREET, WESTMINSTER.

Capital £30,000, in 30,000 shares, of £1 each—paid-up on allotment.

Notice is hereby given, that NO APPLICATIONS for SHARES will be RECEIVED after the 8th of MAY next.

And Notice is hereby further given, that APPLICATIONS for SHARES can only be ATTENDED TO upon the TERMS and in the FORM PRESCRIBED in PROSPECTUS—copies of which may be had on application to Messrs. Brunton and Son, Bartholomew-lane; Messrs. Cohen & Co., Cornhill; and at the Offices of the Company, No. 3, Bridge-street, Westminster.—April 29, 1852. CHARLES HINKS, Secretary.

GOLD MINING COMPANIES, and all engaged IN CHEMICAL or METALLURGICAL PURSUITS, SUPPLIED WITH EVERY REQUISITE FOR THE ASSAY AND ANALYSIS OF ORES, MINERALS, &c., including

Balance of the most accurate workmanship, turning with 1-1000th of a grain; larger ditto, for carrying several pounds, and showing 1-100th of a grain; also commoner kinds, on moderate terms. Crucibles of every description; Muffles, Cupels, Parting Glasses and Beakers, Evaporating Dishes, Portable Furnaces, Fluxes, and pure Tests.

Orders to any extent can be promptly executed.

GEORGE SIMPSON,
OPERATIVE AND ANALYTICAL CHEMIST, MANUFACTURER AND IMPORTER OF CHEMICAL AND PHILOSOPHICAL APPARATUS.

No. 1 and 2, KENNINGTON-ROAD (corner of Newington-crescent), LONDON.

TO GOLD MINING COMPANIES, MANUFACTURERS, AND OTHERS.—STEAM-ENGINES FOR SALE.—A DECIDED BARGAIN.—TWO SECOND-HAND double cylinder HIGH and LOW PRESSURE CONDENSING ENGINES, of 30-horse power each, may be had together or separate, and may be seen at work. Also a NEW ONE, of 30-horse power. Consumption of coals 3½ lbs. per horse power per hour.—Apply in the first instance (by letter) to "X. Y. Z." care of Messrs. Wm. Joyce and Co., engineers, &c., Greenwich Iron Works, Kent.

DEVON UNITED COPPER MINES.—Near LYDFORD.

CONDUCTED ON THE COST-BOOK PRINCIPLE.
Which limits the liabilities of the shareholders to the amount subscribed. The whole amount of capital being paid-up, there will be no further call or responsibility.

Divided into 2048 shares, of £5 each.

CONDUCTOR OF MINING OPERATIONS.—Capt. James Carpenter, Anderton, Tavistock.

AN AMALGAMATION OF THE SETTS formerly known as WHEEL BROADBRIDGE and WOODMAN'S WELL, the property of the Duke of Bedford, having BEEN ACCOMPLISHED, A COMPANY has been FORMED TO WORK this valuable PROPERTY, and erect the necessary machinery.

A few shares only remain to be disposed of, applications for which may be made to the secretary, R. Baxted, 3, George-yard, Lombard-street, where the reports of the several eminent mining engineers (E. Hopkins, J. L. Smith, and others) may be seen, and where prospectuses, containing the names of the Committee of Management, can be obtained.

CREETOWN COPPER AND LEAD MINING COMPANY.

Capital £20,000, in 20,000 shares, of £1 each—paid-up in full.

ON THE COST-BOOK SYSTEM.—(No deed to be signed).

COMMITTEE OF MANAGEMENT.

CHARLES CLARK, Esq., of Denny, Clark, and Co.

GEORGE GABAIN, Esq., White Lion Court, Cornhill.

J. A. HERTZ, Esq., Moorgate-street.

JAMES HAYWOOD, Esq., Phoenix Iron-Works, Derby.

WILLIAM SWANN, Esq., Pinner's Hall, Old Broad-street.

AUDITORS.

A. Couper, Esq., Winchester-house; T. S. Richards, Esq., Bishopsgate-street-within.

BANKERS.—London and County Joint-Stock Bank.

SOLICITORS.—Messrs. Freeman and Bothamley, Coleman-street.

SECRETARY pro tem.—Mr. S. Syrett.

STOCKBROKERS.—Messrs. Foster Brothers, Tokenhouse-yard.

OFFICES.—12, GEORGE-YARD, LOMBARD-STREET.

These mines are situated near to Creetown (which is on a navigable river), in Kirkcudbrightshire, and have been worked by adit levels, on four lodes, since May, 1849, by a few individuals, as a private company.

The discoveries made, ores sold, now raised, and in further course of raising, justifying and requiring the erection of one or more steam-engines, induces the present proprietors to bring the concern before the public, to meet the increased expenditure now decided on as necessary.

In the formation of the present Company, the point aimed at has been to adjust the capital required to develop all the lodes on the mine, so as to limit the liability of the shareholders to the amount called for, and leaving the ores, now raising or hereafter to be raised, to constitute a dividend fund; which ores would, in all probability, have eventually met the required exigencies, were it not considered advisable for the more rapid and profitable carrying out the adventure to put on at once a competent engine.

The reports on the mine (embodied in the prospectus) from two experienced and respectable mine agents, well acquainted with the district, fully bear out these expectations.

Capt. R. Williams, agent for Cairnmore and Black Craig Mines, both near to Creetown, after describing the stratum, the works done, ores sold and now raising, writes that he considers, with the capital required for the engine, for sinking the shaft, for extending the present ends, and driving two new levels, "sufficient ground will be opened to make it a dividend paying mine, and which from the appearance of the lode in Nos. 2 and 3 levels, there will be no difficulty in effecting."

Capt. R. Williams, agent for the Laxey Mines, Isle of Man, after minutely giving his reasons, coincides with Capt. Williams, and adds that, if the required capital be furnished to carry out the proposed works, "the present ore raisings and future probabilities will create a fund for early dividends."

Meanwhile the engine shaft is being sunk in pursuance of their advice, preparatory to the engine being erected. The present proprietors retain an interest equal to one-half of the mine, and the proposed company proposes to raise a new capital of the sum of 10,000 shares at £1 each, for the objects and with the views previously explained. It will be unnecessary to say more of the general prospects of this concern, further than full reliance may be placed on the integrity and faithfulness of the reports, and it is confidently anticipated that early dividends may be expected from produce only.

The mines are held on lease for 21 years, with 1-15th days. The titles and agreements are open to inspection at the company's offices.

Applications for shares to be made to Messrs. Foster Brothers, Tokenhouse-yard, or the Stock Exchange; or to the Secretary, at the offices, 12, George-yard, Lombard-street; and to the following brokers in the country:—Liverpool: Messrs. Taunton and Molyneux; Birmingham: Mr. William Phillips; Manchester and Bolton: Mr. James Gorton; Hull: Messrs. T. W. Flint and Co.; Halifax: Mr. H. Hughes; Lincoln: Mr. J. D. Woolbridge; Glasgow: Mr. Robert Watt; Edinburgh: Messrs. Hughson and Dobson.

FORM OF APPLICATION.

To the Committee of Management of the Creetown Copper and Lead Mining Company, 12, George-yard, Lombard-street.

GENTLEMEN,—Be pleased to allot me shares (or any less number) in the Creetown Copper and Lead Mines, and I hereby agree to pay £1 per share on all such shares so allotted, on or before the day specified in your letter of allotment, according to the rules of the Company.

Name in full.....

Residence.....

Reference.....

Date of Application.....

Signed.....

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STEAM TO INDIA, CHINA, &c.—Particulars of the regular MONTHLY MAIL STEAM CONVEYANCE,

AND OF THE ADDITIONAL LINES OF COMMUNICATION, NOW ESTABLISHED BY THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY

with the EAST, &c. &c. The Company book PASSENGERS, and receive GOODS and PARCELS, as heretofore, for CEYLON, MADRAS, CALCUTTA, PENANG, SINGAPORE, and HONG KONG, by their steamers, starting from SOUTHAMPTON on the 30th of every month, and from SUEZ on or about the 8th of the month.

The next extra steamer will be dispatched from Southampton for Alexandria, on the 3d October next, in combination with an extra steamer, to leave Calcutta on or about the 20th of Sept. Passengers may be booked, and goods and parcels forwarded by these extra steamers to or from SOUTHAMPTON, ALEXANDRIA, ADEN, CEYLON, MADRAS, and CALCUTTA.

BOMBAY.—The Company will book passengers throughout from SOUTHAMPTON to BOMBAY by their steamers leaving England on the 20th of May, and of alternate months thereafter—such passengers being conveyed from ADEN to BOMBAY by their steamers appointed to leave BOMBAY on the 14th of May, and of alternate months thereafter, and affording, in connection with the steamers leaving CALCUTTA on the 3d of May, and of alternate months thereafter, direct conveyance for passengers, parcels, and goods from BOMBAY and WESTERN INDIA.

Passengers for Bombay can also proceed by this Company's steamers of the 29th of the month to Malta, thence to Alexandria, by Her Majesty's steamers, and from Suez by the Honourable East India Company's steamers.

MEDITERRANEAN.—MALTA: On the 20th and 29th of every month.—CONSTANTINOPLE: On the 29th of the month.—ALEXANDRIA: On the 30th of the month.—(The rates of passage-money on these lines have been materially reduced.)

SPAIN AND PORTUGAL.—Vigo, Oporto, Lisbon, Cadiz, and Gibraltar, on the 7th, 17th, and 27th of the month.

N.B.—Steam-ships of the Company now ply direct between Calcutta, Penang, Singapore, and Hong Kong, and between Hong Kong and Shanghai.

For further information and particulars of the Company's recently revised and reduced rates of passage-money and freight, and for plans of the vessels, and to secure passages, &c., apply at the company's offices, No. 122, Leadenhall-street, London; and Oriental-place, Southampton.

TO IRONMASTERS, RAILWAY DIRECTORS, ENGINEERS, AND FOUNDERS.—The SUBSCRIBER having been appointed SOLE

AGENT IN LONDON for the SALE of MR. MORRIS STIRLING'S PATENT IRON,

begs to intimate that he is prepared to SUPPLY Railway Companies, Engineers, and Founders, with the PATENT MALLEABLE and TOUGHENED CAST-IRON, and that all orders addressed to him for these, and also for RAILS, with Hardened Surfaces, shall have his prompt attention.

Specimens of the different Irons shown, and every information afforded, on application.

Information as to the terms of License under Mr. Stirling's Patents will be given by the Subscriber, and also by Mr. J. E. C. E., 6, John-street, Adelphi. A. MACNAUGHT.

OFFICES.—2, Queen-street-place, Upper Thames-street.

WAREHOUSES.—Paul's Wharf, 25, Upper Thames-street.

PATENT SAFETY FUSE.—The GREAT EXHIBITION

PRIZE MEDAL was AWARDED to the MANUFACTURERS of the ORIGINAL SAFETY FUSE, BICKFORD, SMITH, and DAVEY, who beg to inform Merchants, Mine Agents, Railway Contractors, and all persons engaged in Blasting Operations, that, for the purpose of protecting the public in the use of a genuine article, the PATENT SAFETY FUSE has now a thread wrought into its centre, which, being patent right, infallibly distinguishes it from all imitations, and ensures the continuity of the gunpowder.

This Fuse is protected by a Second Patent, is manufactured by greatly improved machinery, and may be had of any length and size, and adapted to every kind of work.

Address.—BICKFORD, SMITH, and DAVEY, Tuckingmill, Cornwall.

SEARELL'S PATENT MACHINE FOR SAWING AND

CUTTING SLATE, WOOD, &c.—The PATENTEE is prepared to GRANT LICENSES for the use of this important INVENTION (briefly noticed in another column), and which will be fully described in the *Mining Journal*, and in the *Mechanics Magazine*, in the course of a few weeks.—For terms and further particulars apply to Mr. Owen Thomas, Union Iron-Works, Carnarvon.

STIRLING'S PATENT YELLOW METALS.—Adapted for

SHEATHING, BOLT STAVES, BOLT NAILS, DECK NAILS, as reported on by the late Mr. Owen, Supervisor of Metals to the Admiralty; also for PROPELLERS, FRAMEWORK SCREWS, PISTONS, CYLINDERS, COCKS (particularly where there is exposure to corrosion), RAILWAY CARRIAGE AXLE BEARINGS, and for all machinery subject to friction.

Messrs. JOHNSON, 166, Buchanan-street, Glasgow.

Applications for licenses and other information to be addressed to the undersigned, ALFRED BARRETT, Bishopsgate Foundry, Skinner-street.

ENCYCLOPEDIA METROPOLITANA.—Vol. XXI, Price 12s. 6d.,

A MANUAL OF METALLURGY, OR PRACTICAL TREATISE ON THE CHEMISTRY OF THE METALS.

By JOHN ARTHUR PHILLIPS.

Mineralogy, Mining, Mechanical Preparation of Ores, Construction of Furnaces, Economy of Fuel, the Smelting of Iron, Copper, Tin, Lead, and other common Metals—the Processes for Crushing, Washing, and the Amalgamation of Gold and Silver Ores—and the important subject of Assaying—are treated of fully and practically. The work is illustrated by 216 engravings, exhibiting the most approved furnaces and machinery.

Griffin and Co., London and Glasgow.

Just published, price 6s.,

TABLES FOR THE USE OF PERSONS EMPLOYED

IN MINES.—Viz:

1. For ascertaining the value of Excavations on Tutwork, at per fathom, from 1 inch to 12 fathoms, and from 1d. to 22s per fathom—also suitable for calculating slopes.

2. For ascertaining the quantity of Water in a given quantity of Ore, at from 1 oz. to 94 lbs. per barrow of 3 cwt.

3. For ascertaining the Standard to be given for any Produce, from 14 to 60½, in proportion to a given standard and produce, on the same plan with Phillips's Copper Ore Standard Sheet.

4. For ascertaining the value of a Ton of Copper Ore at any Standard, from 3d. to £199 19s. 9d., and for any produce, from 14 to 30½.

5. For ascertaining the value of the Tributer's part of any sum of Money, from 6d. to £100 and above, at any tribute, from 1d. to 15s. in the pound sterling.

6. For ascertaining the value of any quantity of Copper Ore, from ½ cwt. to 200 tons, at from 6d. to £50 per ton of 21 cwt.

These tables have been used by the author for more than five years; and at the last Exhibition of the Royal Cornwall Polytechnic Society, they obtained a prize of the first Bronze Medal. Richard Taylor, Esq., in introducing them to notice on that occasion, reported to have stated that "he might say as one of the judges (and there were several mine agents among them), that the tables were such as could hardly fail of being very useful, and they were proposed to be published at a price which was very moderate indeed, so that he trusted they would come into general use."—See the reports of the proceedings of the Royal Cornwall Polytechnic Society, in the *Mining Journal*, and *West Briton*, for Sept. 2d and 9th, 1850.

Plymouth: J. & H. Smith, Treville-street.—London: C. A. Bartlett, Paternoster-row.

—To be had also at the *Mining Journal* office, 26, Fleet-street, London.

ASSAY OFFICE AND LABORATORY, 23, HAWLEY-

ROAD, KENTISH TOWN.—conducted by Mr. MITCHELL, F.C.S., author of "Manual of Practical Assaying," &c.—Mr. MITCHELL begs to inform the Mining and Manufacturing Public, and Bullion and Metal Brokers generally, that he continues to conduct ASSAYS and ANALYSES of MINERALS, METALS, SOILS, FURNACE, and MANUFACTURING PRODUCTS.—ADVICE TO PATENTEES and MANUFACTURERS on all MATTERS involving a knowledge of Chemistry.

INSTRUCTION, as usual, in ASSAYING, ANALYSIS, and METALLURGICAL and MANUFACTURING CHEMISTRY.—23, Hawley-road, Kentish Town.

THE PATENT OFFICE AND DESIGNS REGISTRY.

No. 156, STRAND (removed from 210), LONDON.

INVENTORS will receive (gratis), on application, the OFFICIAL CIRCULAR OF INFORMATION, detailing the eligible course for PROTECTION of INVENTIONS and DESIGNS, with Reduced Scale of Fees.

Messrs. F. W. CAMPIN and CO. offer their services, and the benefit of many years experience, in SECURING PATENTS and REGISTRATIONS OF DESIGNS, with due regard to VALIDITY, economy, and dispatch—assisted by scientific men of repute.

Also, in MECHANICAL and ENGINEERING DRAWINGS, whether connected with Patents, Railways, or otherwise, by a staff of first-rate draftsmen.

Application personally, or by letter, to F. W. Campin and Co., No. 156, Strand (removed from 210), London.

THE ROYAL BRITISH BANK,—on the Scottish System

(Incorporated by Charter).—besides the transaction of all ordinary BANKING BUSINESS, GRANTS CASH CREDITS, and ALLOWS THREE PER CENT. per annum on SUMS of any amount DEPOSITED for SIX MONTHS.

HUGH INNES CAMERON, General Manager.

London: HEAD OFFICE,—16, Tokenhouse-yard; BRANCHES,—429, Strand, 77, Bridge-street, Lambeth, and 97, Goswell-road, Islington.

PROFESSIONAL LIFE ASSURANCE COMPANY,—

Admitting on equal terms persons of every class and degree to all its benefits and advantages.

Capital, £250,000.

CHAIRMAN—Major HENRY STONES, LL.B.

DEPUTY-CHAIRMAN—JAMES ANDREW DURHAM, Esq.

With upwards of 1400 shareholders.

There are two important clauses in the Deed of Settlement, by which the Directors have power to appropriate one-tenth of the entire profits of the Company:—

1. For the relief of aged and distressed parties assured for life, who have paid five years' premiums, their widows and orphans.

2. For the relief of aged and distressed original proprietors, assured or not, their widows and orphans, together with 5 per cent. per annum on the capital originally invested by them.

All policies indisputable and free of stamp duty.

Rates of premium extremely moderate.

No extra charge for going to, or residing at (in time of peace), Australasia, Bermuda, Madeira, Cape of Good Hope, Mauritius, and the British North American Colonies.

Medical men, in all cases, remunerated for their reports.

Assurances granted against paralysis, blindness, accidents, insanity, and every other affliction, bodily and mental, at moderate rates.

A liberal commission allowed to agents.

Annual premium for assuring £100—namely:

Age—20.....£1 10 6 | Age—40.....£2 13

30.....1 9 6 | 50.....3 18

Prospectuses, with tables and fullest information, may be had at the offices of the Company, or of any of their agents.—Applications for agencies requested.

EDWARD BAYLIS, Resident Manager and Actuary.

OFFICES.—No. 76, CHEAPSIDE, LONDON.

THE WASHINGTON CHEMICAL COMPANY, NEWCASTLE-ON-TYNE,—MANUFACTURERS OF

PATTINSON'S OXICHLORIDE OF LEAD.

THE WASHINGTON CHEMICAL COMPANY, during the last year, established a MANUFACTORY of PATTINSON'S OXICHLORIDE OF LEAD, on a large scale, and being able to supply it with regularity, and to execute orders without delay, now proceed to bring this new and valuable preparation of lead before their friends and the public, quite sure that it will not, in the present age, be condemned because it is new; and that, if judged by its merits, it must make its way, and finally take its place as one of the important manufactures of this country.

Pattinson's Oxichloride of Lead is a chemical combination of one equivalent of chloride of lead, and one equivalent of oxide of lead—it being well-known that common white lead is a chemical combination of one equivalent of oxide of lead, and one equivalent (or thereabouts) of carbonic acid, constituting what is called in chemical language, carbonate of lead.

Now, there is no reason to conclude that carbonate of lead is the only compound of lead valuable as a paint, and still less that it should be the best compound of lead for that purpose. In point of fact, it is not so, for the newly discovered Oxichloride, in most, if not in all, respects is far superior; its colour is brilliantly white, and in a number of cases it has been tried against the best white lead that could be obtained; and after a period of upwards of two years it has been found to retain its white colour considerably better than the lead against which it was tried.

But the chief, and by far the most important, advantage it possesses, is its remarkable and very decided superiority of body—by which term the power of covering surface well and extensively is understood among painters. The attention of the discoverer was at a very early period drawn to this circumstance, and since that time the Washington Chemical Company have had abundant opportunities of placing its superiority, in this important particular, beyond all doubt. They have themselves performed a number of experiments, and have also caused a number of experiments to be performed, in the large way, by various practical men, to ascertain accurately its covering power as compared with the best white lead; and they now state the proportions to be as SIXTY TO ONE HUNDRED—THAT IS, 60 LBS. OF OXICHLORIDE PAINT WILL COVER AS MUCH SURFACE AS 100 LBS. OF THE BEST WHITE LEAD.

—the saving of cost being in the same proportion; besides this, the coating is thicker and more protective, both in and out of doors, as the Oxichloride dries into a hard, tenacious layer, more like an enamel than paint.

In using the Oxichloride, no difference in the materials with which it is mixed is required—oil and turpentine being employed as usual both for work technically called *flattening*, and for work intended to be varnished.

For the use of paper-stainers and leather dressers the Oxichloride is found to be peculiarly suitable.

The Washington Chemical Company strongly recommend this newly discovered substance to the notice of consumers, both on account of its economy and its intrinsic good qualities as a paint.

OFFICE IN LONDON (MR. RICHARD COOKE), No. 7, SISE-LANE.

Office of the Washington Chemical Company, 73, Grey-street, Newcastle-on-Tyne, Jan. 1, 1852.

THE MINING SHARE LIST.

Shares.	Mines.	Paid.	Last Price.	Present Price.	Dividends per Share Declared.	Last Paid.
1130	Alfred Consols (copper), Phillack	£3	18	17 15	£ 3 0 to Mar. 1852	£0 12 0 March
1248	All-ry-Crib (silver-lead), Tal-y-bont, Wales	3	7	7	0 7 6 to Oct. 1851	0 5 0 Jan.
2000	Anglo-Saxon Coal Company	3	3 1/2	3 1/2	10 per cent. Jan.	10 per cent. Jan.
1684	Ballewidden (tin), St. Just	11 1/2	10	10	9 6 to Jan. 1852	0 4 to Jan.
4000	Bedford United (copper), Tavistock Devon	3 1/2	6	5 1/2	3 8 0 to April	0 2 6 to April
3900	Black Craig (lead), Kirkcudbrightshire	3	100	100	0 2 6 to Nov. 1851	0 2 6 to Nov.
64	Boscawell Downs (tin), St. Just	9 1/2	130	130	750 0 to May, 1849	3 15 to Feb.
200	Botallack (tin and copper), St. Just	2 1/2	13	10 13	226 5 to Feb. 1853	0 5 to June
1000	Brynnall, Llanidloes, Montgomeryshire	30	4	4	0 5 to end June	0 5 to June
1890	Callington (lead and copper), Callington, Cornwall	30	4	4	6 0 to Sept. 1847	1 0 to Sept.
4000	Calstock United (copper)	2 1/2	9 1/2	9 1/2	0 5 to Oct. 1851	0 5 to Oct.
1000	Carn Brea (copper and tin), Illogan	15	70	70	208 0 to Mar. 1852	2 0 to Mar.
128	Comford (copper), Gwennap, Cornwall	75	7 1/2	6 1/2	15 0 to Feb. 1852	2 0 to Feb.
286	Conduarow (copper and tin), Camborne, Cornwall	30	102 1/2	98 100	5 0 to 1851	5 0 to 1851
128	Cwmystwith (lead), Cardiganshire	60	170	170	262 10 to Mar. 1852	7 0 to March
1024	Devon Great Consols (copper), Tavistock	1	300	300	855 14 to 1847	
672	Ding-Dong (tin), Guilva	5	6 1/2	6 1/2	233 0 to 1843	
180	Dolcoath (copper and tin), Camborne	252	20	20	242 10	
2500	Drake Wals (tin and copper), Calstock	6 1/2	80	90	2245 0 to Mar. 1852	10 0 to March
128	East Pool (tin and copper), Pool, Illogan, Cornwall	24 1/2	150	150	10 per cent. p. ann. div.	10 per cent. Jan.
94	East Wheal Crofty (copper), Illogan, Cornwall	135	150	150	45 per cent. to June	10 per cent. 1 year
128	East Wheal Rose (silver-lead), Newlyn	50	330	335	353 6 8 Jan. 1851	
3000	Fenton Pottery Coal and Iron	6	9	9	0 2 to Sept. 1851	0 2 to Sept.
494	Fowey Consols (copper), Tywardreath	40	33	33	127 0 to Feb. 1852	7 0 to Feb.
3718	General Mining Company for Ireland (copper and lead)	1 1/2	150	150	0 7 6 to Aug.	0 2 6 to Aug.
100	Goginan (lead), Cardiganshire, Wales	1000	200	200	0 7 6 to Aug. 1844	Feb. 1844
95	Great Consols (copper), Gwennap, Cornwall	1000	4 1/2	4 1/2	0 3 to 1847	3 0 to 1847
10000	Great Polgoth (tin), St. Austell	100	200	200	0 5 to Sept. 1851	0 5 in Sept.
110	Great Wark (tin), Gernoe	100	7 1/2	7 1/2	2 0 to 1st Aug.	0 10 to Aug.
1024	Herodfoot (lead), near Liskeard, Cornwall	8 1/2	4	4	1035 0 to 5th Feb.	13 0 to April
1000	Holmehush (lead and copper), Callington	24	16	16	670 0 to 1st April	0 4 6 to July
3000	Holyford (copper), near Tipperary	11	7 1/2	7 1/2	0 8 0 to Apr. 1852	0 4 0 to April
785	Kirkcudbrightshire (lead), Kirkcudbright	9 1/2	4	4	7 10 6 to Feb. 1847	7 p. ct. p. annum
1000	Lewis (tin and copper), St. Erth	17	135	135	239 0 to April 1852	5 0 April
160	Levant (copper and tin), St. Just	2 1/2	95	95	235 0 to Jan.	4 0 to Jan.
100	Lisburne (lead), Cardiganshire, Wales	75	65	65	1 1 to 8th April	0 16 to Mar.
5000	Low's Patent Copper Smelting Company	9	10	10	1 15 to June 1851	0 10 to 4th Ju
5000	Merrilyn (lead), Flint	25	6 1/2	6 1/2	15 0 to Mar. 1852	15 0 to March
10000	Mineral Company of Ireland (copper, lead, and coal)	7	7 1/2	7 1/2	15 14 6 to Nov.	0 10 to Nov.
200	North Pool (copper and tin), Pool	22 1/2	155	175	260 0 to Nov.	2 10 to Nov.
140	North Roskear (copper), Camborne	10	180	180	39 0 to April 1852	3 0 to April
6000	North Wheal Bassett (copper and tin), Illogan	1	140	140	115 15 to Mar. 1852	3 0 to March
1000	Par Consols (copper), St. Blazey	1 1/2	40	40	4 10 to Mar. 1851	10 0 to Mar.
1160	Perran St. George (copper and tin), Perranzabuloe	21 1/2	24	24	0 17 6 to Apr. 1852	0 7 6 to Apr.
200	Phenix (copper and tin), Linkinghorne	80	110	112 1/2	864 0 to Feb. 1852	5 0 to Feb.
560	Providence Mines (tin) Uny Lelant	20 1/2	110	115	11 10	
250	South Caradon (copper), St. Cleer	2 1/2	120	120	2 11 to July, 1849	0 6 to July
250	South Tregenna (copper), Redruth, Cornwall	16	150	153 160	5 17 6 Sept. 1850	0 10 6 to Sept.
1224	Spearhead Consols (tin), St. Just, Cornwall	1 1/2	8 1/2	8 1/2	14 7 6 to Nov.	0 10 to Nov.
1024	St. Aubyn and Grylls (copper and tin) Breage	3	9 1/2	9 1/2	1 3 to Oct. 1847	0 5 Oct. 1847
94	St. Ives Consols (tin), St. Ives	80	125	125	4680 15 to 1848	
1000	Stray Park and Camborne Vean (copper), Cornwall	16	10	10	260 15 to Mar. 1852	8 10 to March
9500	Tamar Consols (silver-lead), Bessington	4 1/2	10 1/2	11 12	10 0 to Feb.	5 0 to Feb.
1000	Tinctor (copper and tin), near Pool, Illogan	7	5	5	2 10 to Sept. 1851	2 10 to Sept.
5000	Trevelick Consols (copper), Redruth	6	2 1/2	2 1/2	2 0 to March	2 0 to March
90	Trevelick (copper), Gwennap, Cornwall	32 1/2	200	200	4 0 to April	15 0 to 3d Apr
120	Trevelick and Barriar (copper), Gwennap	130	205	205	135 0 to Jan.	12 10 to Jan.
100	Trumpet Consols (tin), near Helston	95	120	120	0 0 in 1850	5 0 in 1850
300	United Mines (copper), Gwennap	80	75	75	2339 10 to Feb. 1852	8 0 to Feb.
1024	Wellington (copper and tin), Perranzabuloe	7 1/2	118	120	12 10 to July, 1851	0 5 to July
250	West Caradon (copper), Liskeard, Cornwall	20 1/2	61	61	193 10 to Feb. 1852	3 10 to Feb.
1024	West Providence (tin), St. Erth	10 1/2	430	430	21 5 to Aug. 1851	3 0 to Aug.
250	Wheal Bassett (copper), Gwennap, Cornwall	4 1/2	9 1/2	9 1/2	120 0	
250	Wheal Buller (copper), Redruth	10 1/2	630	630	34 10 to Feb.	4 10 to Feb.
250	Wheal Friendship (copper) Devon	130	31	31	209 10 to Apr. 1852	4 0 to April
5000	Wheal Golden Consols (silver-lead), Perranzabuloe	3	6	6	26 10 to April, 1851	2 0 to May
400	Wheal Lelant (tin), Helston	33	37	37	7 15 to March	0 10 to March
112	Wheal Margaret (tin), Uny Lelant	79	140	140	345 per cent. March 1852	25 p. ct. March
510	Wheal Mary Ann (lead), Menai	8 1/2	250	250		
100	Wheal Orwint (tin), St. Just, Cornwall	140	80	80		
240	Wheal Reith (tin), Uny Lelant	30 1/2	185	185		
198	Wheal Seton (tin and copper), Camborne, Cornwall	107	45	45		
830	Wheal Trelawny (silver-lead), Liskeard, Cornwall	8 1/2	24	24		
1024	Wheal Tremayne (tin and cop.), Gwennap, Cornwall	9 1/2	29 1/2	29 1/2		
6000	Wicklow (copper), Wicklow	5	29 1/2	29 1/2		

FOREIGN MINES.

Shares.	Mines.	Paid.	Last Price.	Present Price.	Dividends per Share Declared.	Last Paid.
5000	Alcon Mining Company (copper), Norway	£14 1/2	2 1/2	2 1/2	3 0 0 to Mar. 1848	
10000	Barilhon Imperial (gold), Brazil	2 1/2	1	1	3 17 6 to Dec. 1844	
12000	Cobre Copper Company (copper), Cuba	40	35 1/2	35 1/2	5 10 0 to Jan. 1852	27 to Jan. 1851
10000	Copago Mining Company (copper), Chili	14	42	42	3 18 0 to Oct. 1851	55 to Oct. 1851
30000	General Mining Association (iron & coal), Nova Scotia	30	10 1/2	10 1/2	6 15 0 to June, 1851	106 June, 1851
3700	Marathon (gold), Colombia	2 1/2	6 1/2	6 1/2	33 4 0 to July, 1846	17 to Dec. 1851
7000	Royal Copper Company (copper), Cuba	10 1/2	7 1/2	7 1/2	15 17 6 to Dec. 1851	17 to Dec. 1851
11000	St. John del Rey (gold), Brazil	15	23 1/2	27 1/2	12 6 to Dec. 1851	17 10s. to Dec.
43174	United Mexican (silver), Mexico	AV.	2 1/2	2 1/2	1 12 6 to Feb. 1850	7s. 6d. to Feb. 1850

MINES WHICH HAVE SOLD ORES.

Shares.	Mines.	Paid.	Last Price.	Present Price.	Dividends per Share Declared.	Last Paid.
940	Balnoon Consols (tin), Uny Lelant	3 1/2	3	3		
1024	Ballewidden United (tin), Sanced	3 1/2	1	1		
508	Bell and Lanarth (copper), Gwennap	6 1/2	1	1		
2000	Bishopstone (silver-lead), Glamorganshire	4	4 1/2	4 1/2		
4000	Blakenau (iron), South Wales	50	2	2		
1024	Bodmin Consols (lead), Wadebridge	10 1/2	6 1/2	5 1/2		
1024	Bodmin Consols (lead), Bodmin	10 1/2	3 1/2	3 1/2		
1024	Boringdon Park (silver-lead), Plympton	3 1/2	6	6		
240	Boscorn (tin), St. Just	15	16	16		
2400	Bottle Hill (copper), Plympton	1 1/2	2 1/2	2 1/2		
4000	Braich Goch Slate and Slab Quarries	3 1/2	4	4		
1000	Bronfryd (lead), Wales	1 1/2	4	4		
2390	Bryn-Arian (lead), Cardiganshire	3	12	12		
7500	Bussac (tin and copper), Gwennap	10 1/2	4	4		
2000	Swich Consols (silver-lead), Cardiganshire	4	4	4		
1000	Cao-Gwyn (silver-lead), Cardiganshire	1	2	2		
4000	Calstock Consols (copper)	47 1/2	1 1/2	1 1/2		
2000	Carbana (tin and copper), Crown	4 1/2	4	4		
3000	Cartowen Con. (cop. & lead), Wadebridge	6 1/2	4	4		
1056	Carvannall (copper), Gwennap	4 1/2	7	7		
300	Cefn Brunn (lead), Cardiganshire	21	50	50		
3000	Charlestown United (tin), Cornwall	10	10	10		
1024	Chryseis (tin and copper), St. Endow	5 1/2	6	6		
2000	Chryseis Pool (lead), Llanwrst	10	10	10		
2510	Cook's Kitchen (copper and tin), Illogan	15 1/2	3 1/2	3		
1000	Copper Bottom (copper), Crown	10	7	7		
900	Court Grange (silver-lead), Cardiganshire	10	12	12		
1600	Craig-y-Mwyn (lead), Llanidloes, Mont.	8 1/2	10 1/2	10 1/2		
350	Cranes and Belawa (copper), Camborne	23 1/2	19	19		
9000	Cubert (silver-lead), Cornwall	12	1 1/2	1 1/2		
1000	Cwm Daren, Wales	3	3	3		
1000	Cwm Erif (lead), Cardiganshire	7	2 1/2	2 1/2		
2000	Cyffwrdd Fawr (lead), Llanegryn	3	1	1		
3000	Darhlew (copper and lead), Brecon	1 1/2	5	5		
1000	Daren (silver-lead), Cardiganshire	3	3 1/2	3 1/2		
7100	Derwent (silver-lead), Durham	10	2	2		
3923	Davon and Courtenay Consols (copper)	2 1/2	2	2		
1024	Davon and Cornwall United (copper), Tav.	6 1/2	6 1/2	6 1/2		
5120	Deirade (copper) Ireland	2	5	5		
4000	Dolwenny (copper), Merioneth	1	1	1		
128	Drift Wood (tin), Sanced	4	4	4		
3000	Drygon (lead), Wales	10 1/2	12	12		
1024	East Alfred Consols (lead & cop.)	2 1/2	5 1/2	5 1/2		
250	East Bassett (copper) Redruth	15	15	15 1/2		
1948	East Crowndale (copper), Tavistock	6	2	2		
300	East Daren (lead), Cardiganshire	19	85	85		
1100	East Fongoch (lead)	12	5	5		
4000	East Gannin Lake Junction (copper)	1	1	1		
512	East Saron and Wheal Maude, Redruth	8 1/2	8	8		
9000	East Tamar Consols (all-lead), Beerferris	12	1	1		
2048	East Wheal George (cop.), Walkhampton	14	2 1/2	2 1/2		
512	East Wheal Leisure (copper), Perran	14	10 1/2	9 10		
1024	East Wheal Margaret (tin and copper)	3 1/2	3 1/2	3 1/2		
664	Ecton Mountain (paid-up shares)	10	13	13 1/2		
586	Ecton Mountain (lead & cop.), Staffordsh.	30	3 1/2	3 1/2		
1280	Esquair Llanidloes-y-Groffyn	14	1	1		
250	Forest (copper and silver-lead), Devon	2 1/2	1	1		
13000	Gall-y-Maen (silver-lead), Merioneth	9	2 1/2	2 1/2		
8000	Garreg (lead), Flint	1 1/2	1 1/2	1 1/2		
2500	Georgia Consols (tin), St. Ives	4 1/2	5	5 1/2		
250	Gonnamena (copper), St. Cleer	49	12	12		
243	Grambler & St. Aubyn (copper) Redruth	89 1/2	20	20		
800	Great Beam (tin), Roche and St. Austell	18 1/2	18 1/2	18 1/2		
4025	Great Cowarth (silver-lead), Merioneth	3	2 1/2	2 1/2		
1024	Great Wheal Alfred (copper), Phillack	13	11 1/2	11 1/2		
120	Great Wheal Badden (tin and silver-lead)	27 1/2	2 1/2	2 1/2		
5000	Great Wheal Martha (cop.), Stoke Clims	1	1	1		
1024	Gustavus Mines (copper), Camborne	71 1/2	12	2 1/2		
512	Halnamning and Croft Goch, copper	82 1/2	63	63		
512	Hawke's Point (copper), Uny Lelant	8 1/2	3 1/2	3 1/2		
6000	Hignaton Down Con. (copper), Calstock	14 1/2	8	4 1/2		
972	Kewick (lead), Fortincale, near Kewick	5	4	4		
1024	Kingsland and Bedford (lead and copper)	3 1/2	4	4		
1024	La Min (Gwennap), tin and copper	3	4	4		
1743	Lamborne Wheal Maria (copper & tin)	14	8	8		
352	Lanarth Consols (copper), Gwennap	4	4	4		
5000	Lelant Consols (tin), Uny Lelant	64	14	15		
13000	Llanwrst (lead), Cardiganshire	94	1	1		
4000	Martha Valley (copper), Caradon	10	1	1		
5000	Mendip Hill (lead), near Bristol	10	1 1/2	1 1/2		

Shares.		Paid.	Last Price.	Present Price.
3000	Wheal Penhale (lead and copper)	31 1/2	31	31
128	Wheal Plenty (copper), Redruth	29	35	35
250	Wheal Prudence (copper), St. Agnes	32	4	4
4000	Wheal Russell (copper), Tavistock	32	14	14
8000	Wheal Ruth (tin), Shephard, Devon	2	2	2
512	Wheal Sophia (silver-lead), Lizard	94	10	10
1024	Wheal Speedwell (copper and tin) Breage	55	6	6
1024	Wheal Sprox (copper), St. Erwin	41	10	10
247	Wheal Stanley (tin and cop.), Redruth	11	14	14
1000	Wheal Susan, Breage and Crowan	20	1	1
1000	Wheal Treasury (copper and tin)	1	14	14
512	Wheal Trefusis (copper), Gwennap	104	94	94
8448	Wheal Trewane (silver-lead), St. Kew	14	14	14
257	Wheal Trynna (tin and cop.), Redruth	43	114	114
126	Wheal Union (copper), Redruth	43	114	114
1024	Wheal Uny (tin and copper) Redruth	6	81	81
1024	Wheal Venton (silver-lead), Liskeard	55	54	54
1000	Wheal Vincent (tin), Altarnun	71	5	5
1000	Wheal Wamsco (copper), Liskeard	14	4	4
4000	Wheal Zion (copper and lead), Tavistock	14	4	4
2048	Wood Mine (silver-lead), Beerferris	1	1	14
2048	Yeoland Consols (tin), Plymouth	14	3	3